

PARAMOUNT COURSE READIED

See Page 1

MOTOR RACING

Vol I—No. 21

2.

Los Angeles, Calif.

(Published Bi-weekly)

July 27-Aug. 3, 1956

Price 10c

MURPHY PILOTS BUICK KURTIS TO WIN AS EVANS FORCED OUT

See Page 1



TIE FOR FIRST—Everyone smiles as huge trophy is presented to the winners at right, who tied for the Grand Sweepstakes Award in second annual Blarney Castle Sports Car Festival. Victors are: Serge Krizman, Hollywood art director, and Raymond A. Rydell, Beverly Hills, a dean at L. A. State College (right). Each entered the

same type of car—a Jaguar SS 100. At left is Rudy Cleye, who staged the highly-successful Blarney Castle event that drew more than 10,000 people July 15. Pretty lassie aiding in trophy presentation is Lori Nelson, Paramount Studios starlet. Competition cars also were featured, entries by Chuck Porter and Bill Krause tying. (Story Page 1)

SAN DIEGO RACING CHARTS

See Pages 8-9

FitzGerald Directs No. Calif. Efforts

ARRANGEMENTS were completed last week in San Francisco for the representation of MOTORACING in Northern California by the highly-regarded public relations firm of FitzGerald & Associates.

Patrick FitzGerald, president of the firm, will direct MOTORACING'S editorial and advertising in the northern region from his offices at 525 Sutter St., San Francisco 2, Calif. He can be reached by telephoning DOuglas 2-9185.

This new representation was necessary because of this publication's booming Northern California subscribers. Matters pertaining to advertising, subscriptions and editorial material will be handled by the FitzGerald organization, which represents a number of major clients in the U.S. and the Orient.



PART OF BLARNEY CASTLE ACTION
SPORTS CAR FESTIVAL DRAWS 10,000
Lester Nehamkin

Blarney Castle Sports Car Festival Big Hit!

By Gus V. Vignolle

He capers, he dances, he has the eyes of youth.
—SHAKESPEARE

IT WAS like Fiesta time in Pamplona, Spain. The carnival spirit was reminiscent of the day they let the bulls thunder down the streets, with the crowd yelling crazily and boys running like loco to avoid the stampede . . . and moustached Spaniards and Basques drinking wine out of goatskins and the red trickle streaming down the stubbles of black and gray beards.

. . . And the mad throng crying, "Hay vienen los toros . . . toros! . . . toros! . . . Cuidado!"

It was like the day of the Grand Guignol in the south of France . . . the gypsies gaily caparisoned, and bandanas floating from the hair of pretty, sparkling-eyed girls . . . And the warm internal glow brought on by Cognac.

Music and gamboling . . . fun

and laughter at a *fete champêtre*.

A MERRY TIME

Such was the spirit of jollification for our Sports Car Set—and everyone else who cared, for that matter—who swarmed to the second annual Sports Car Festival at the Blarney Castle Restaurant and Libation Parlor (and adjoining parking lots) last July 15.

It was real crazy as they say today—the greatest!

And credit in copious, over-brimming quantities goes here with to one Rudy Cleye, the (Continued on Page 9, Col. 3)

Seafair Draws Stars

SEATTLE, July 25.—America's leading sports car drivers head here for one of the West's big classics—the fourth annual SCCA National Championship Seafair races, Aug. 11-12.

Becoming a fixture as important as the late and lamented Pebble Beach, Seafair will include four hours of practice on Aug. 11, and six races the following day.

The 3.9-mile course is located at the Kitsap County Airport in Bremerton, Wash. The longest straight is 4280 feet. Program is sanctioned by the Northwest Region of the Sports Car Club of America.

Eastern name drivers who hit the National SCCA circuit will compete in the 100-mile under-1500cc Bremerton Cup Race and

the feature 128-mile over-1500cc Seafair Trophy Race.

Expected on hand are such nationally-known pilots as Carroll Shelby, Dallas, currently the hottest road race pilot in the country; Jack McAfee, Manhattan Beach, Calif., and Lou Brero, from near-by Arcata, Calif., who will chairmen a series of races in his bailiwick the following weekend.

Shelby drives a Ferrari; McAfee will handle John Edgar's Ferrari and/or factory Porsche Spyder, purchased at Sebring; Brero has not decided from among his Ferrari, D-Jaguar or Cad-Kurtis.

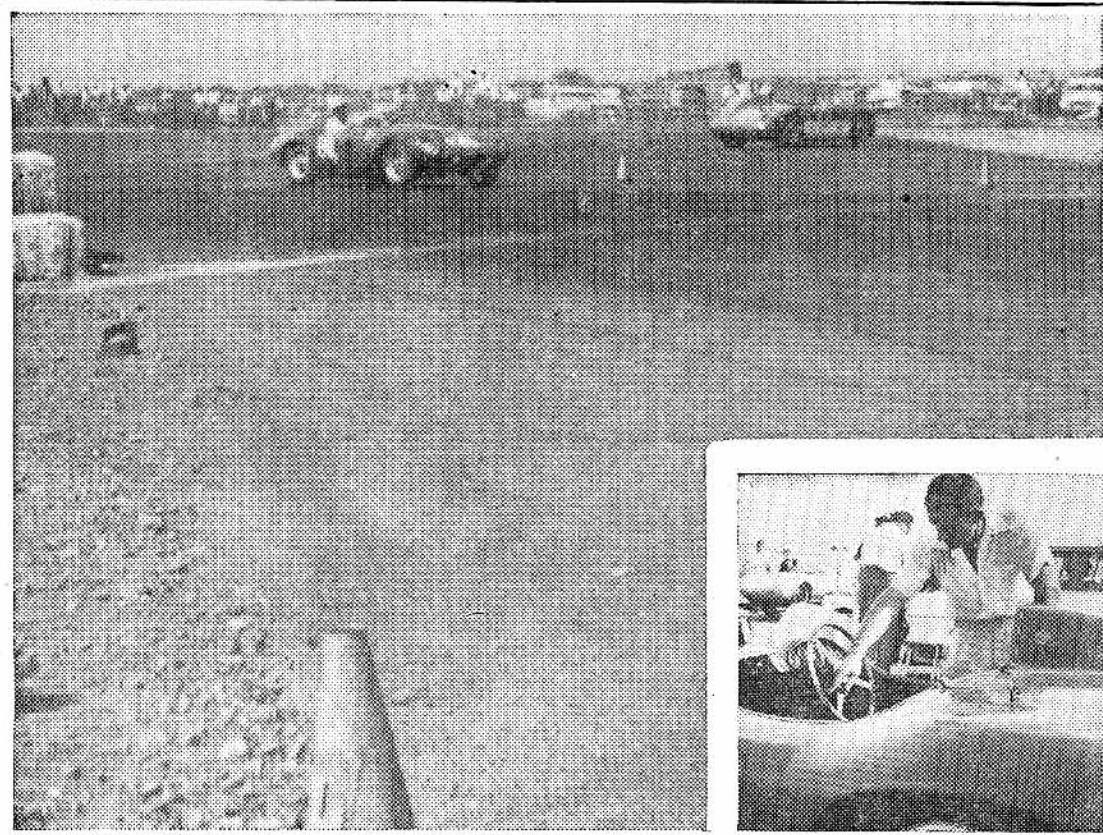
Registration and safety inspection begin Friday, Aug. 10. SCCA co-chairmen for the event are Edward Barney and Robert Johnson.

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FIERCE SPINOUT—Bill Murphy's Buick-Kurtis goes into a spin at turn six on the 11th lap of last Sunday's main event at San Diego races. Shown taking the lead at left is Harrison Evans in a Ferrari Monza. The 41-year-old Westwood engineer led until the 21st lap, when he was

forced out with a broken shifting fork. Murphy went on to win the 37-lap big-bore staged by California Sports Car Club. Inset photo shows Evans, one of most improved Southland pilots, pointing to the trouble in his Italian-built car. Murphy had won at Pomona and Santa Maria.

Gene Simon

MURPHY SCORES AGAIN

Arcata Stages First Race

(Map of course on back cover)

A RCATA, Calif., July 25.—This scenic section of Northern California is bustling more every day as preparations move forward for the staging of the first annual Redwood Empire sports car races at the 2.1-mile Arcata Airport on Aug. 18-19.

Lou Brero of this lumber town, one of the country's top pilots, who is equally at home in a Ferrari, D-Jag or Cad Kurtis, is the general chairman of a Sunday program of eight races, sponsored by the Eureka Kiwanis Club and the Redwood Sports Car Club.

The event is sanctioned by the San Francisco Region of the Sports Car Club of America.

The course, rated extremely fast, has 10 turns and can be seen by spectators for more than two-thirds of its area. Bruce Simons of near-by Eureka, actively boozing the event, points out the circuit has the open Pacific Ocean along one side, and azaleas, wild strawberries and plain old weeds on the other side.

As an incentive to lure sports car fans and vacationers, he adds the redwood trees are so tall "we (Continued on Page 8, Col. 1)

CONCLUSION OF McAFFEE STORY

Fourth and final chapter of the "Ernie McAfee Story," recounting the life of the great late driver, appears on Page 7 of this issue of MOTORACING. Another installment of Hoosier H. Hyram's "Challenge of the Century" series will be found on Page 6.



LESTER NEHAMKIN
Honored at Testimonial Banquet

Honor Photog On Aug. 1

Known to all Southern California sports car aficionados, Lester Nehamkin, MOTORACING and freelance photographer, will be the center of attention when he is honored at a testimonial banquet in Los Angeles' new Chinatown, August 1. (Complete details on Page 15, Col. 4).

Evans' Ferrari Forced Out

(Complete charts on Pages 8-9)

SAN DIEGO, July 22.—Bill Murphy, the 44-year-old Culver City auto dealer and father of six children, drove to his third straight big road race victory here today after Harrison Evans blew his lead owing to a broken shifting fork.

Evans, a rapidly-improving driver from Westwood, Calif., held a 40-yard lead over Murphy in the one-hour over-1500cc main event when trouble knocked him out of the box.

Just past turn six, on lap 21, Evans' 3-liter Ferrari Monza jammed up. He wheeled to the right side of the track and motioned Murphy to go by.

For the remainder of the go it was Murphy in his potent 5120cc class B fuel-injection Buick-Kur (Continued on Page 8, Col. 3)

Paramount Races Set

EFFORTS to bring MOTORACING'S readers photographs of the new California Sports Car Club Paramount Ranch course, near Agoura, north of Los Angeles, went for naught when a staff photographer was barred from taking pictures last week.

A "Mr. Drummond," identifying himself as a road engineer, owner and builder of the course, politely told Photographer Gene Simon photos were kaput. He said pictures would bring drivers there to use the premises for practice and thus interfere with work now in progress.

Work was going on at a feverish pace, with much heavy equipment being utilized. The Cal Club has a series of 12 races carded for the new layout Aug. 18-19.

Seven races are on for Saturday, five on Sunday. Entries close Aug. 9. Tech inspections are set for Holiday Motors, Sherman Oaks, Aug. 14, and Al Moss Motors, L.A., Aug. 16.

The two-mile black-top circuit, with a half- to three-quarter-mile straight, an underpass and a small lake opposite the start-finish line, is located off Ventura Blvd.

Originally this was to be a stock deal, headed by officers of the CSCC and others, with members allowed to buy in, but it is understood these plans have been abandoned. It is believed the CSCC will lease the course from the builder. Financial details are unknown.



Racing Pow-Wow

By Maury Powell

HERE ARE FACTS ON PHONY CSCC WES SANTEE RACE ENTRY

ANNOUNCEMENTS BY clubs or promoters of "phony" entries for the purpose of building gate receipts are, as our regular (if any) readers are aware, one of this corner's pet peeves.

Recently, the Cal Club and its press agent were taken to task herein concerning the Wes Santee matter. Their "out" was that Lt. Santee was recalled to Quantico, Va., when headquarters learned of his projected road racing plans, thus preventing him from competing at Pomona.

This is so much poppycock. And here's the proof positive from Captain Frank E. Copeland, U. S. Marine Corps, Informational Services Officer, in response to our inquiry.

"In reply to your question No. 2, concerning Lt. Santee's orders he was travelling with the All-Marine Track Team and was in California for the purpose of participating in the All-Service meet. Like other members of the team, Lt. Santee was travelling on 'available Government aircraft.' When the All-Service meet was over on the 16th of June, transportation was requested on the 19th and the Quantico element of the team was ordered home . . . In short, Lt. Santee's departure from the West Coast was predicated by the availability of Government aircraft to return the team—NOT BY THE EFFECT OF PUBLICITY GENERATED BY HIS PROPOSED ENTRY IN THE POMONA RACES." (The capitals are ours.)

Nuff sed on this matter. Those who goofed know it, so let's cut out future malarkey, huh?

EMPHASIS PLACED ON ENGINEERING

Daimler-Benz is the world's oldest automobile maker, with which fact they gently but firmly remind you on all printed matter . . . and it's also borne out by a look-see at their new products.

We recently hopped into our motorized TR3 isolation chamber for a quick trip to the Mercedes-Benz showrooms and a glimpse at several 1956 models freshly shipped here. Sure, we expected to see some streamlined beauties smacking of that "tomorrow's cars today" routine.

Not so with DB. They didn't panic with all this talk of new looks, hot ones being hotter, cars that cooled off the hot ones and all that there stuff. DB simply adhered to rather classic lines but put the emphasis on engineering. With a capital "E."

The showing centered about three sedan models and one sports coupe. Latter was a sleek, gray job priced at \$4,423, and if a couple of my parleys at Hollywood Park hadn't gone sour, this 190SL coupe would have been in my garage today. Neat, but not gaudy.

The four-door sedans were the Type 190, an 84hp, 4-cylinder job priced at \$3,398; Type 219 costing \$3,798, with a 92hp, 6-cylinder engine; and Type 220S, yours for \$4,688, a 112hp six. All engines are the short-stroke, overhead cam jobs.

For binders, they have dandy self-energized, turbo-cooled brakes with a vacuum servo assist that gives swift, gentle stops with little effort. Curve stability and road-holding are assured by advanced DB single-joint swing axle with its low pivot.

Interiors are beautifully appointed and comfortable. Now standard equipment in all models is an electric blower built into the heating system to air-condition the interior while the car is stopped.

Max Hoffman, who imports the marque, may well be proud of it.

FEMININE TOUCH MAKES FOR CLASS

Dropped into Irv Kreisel's new Continental Car Imports in Culver City, where the former South Gate businessman will dispense Triumph, Renault, Hillman, Sunbeam Rapier and Borgward. Before you buy a car, make Irv show you his private office. In fact, the decor of his entire establishment is elegant but friendly, his wife, Betty, having lent her skill to the project.

Mike Fayard is sales manager, Chris Porter service manager and Irv's father, Abe, used car manager.

If we didn't already have a TR3 payment book, we'd buy one from Irv just 'cause he's so dang friendly! Ray Stenning of Rootes was on hand as were Renault's Johnny Green and Triumph's Dorothy Deen. The poetry was unintentional.

FINE PROGRESS BY SPIEGELMAN

Completed only three months ago, the blown Jag-Kurtis driven by Bart Spiegelman has acquitted itself nobly in RRR racing. Bart finished second at Gardena, third at Kingdon Airstrip and won recently at Bonelli Stadium, Saugus. In the latter, he was teamed with Bud Goodwin in a Lincoln-Kurtis under the banner of Goodwin's new Sports Car Engineering shop. Bud's a former midget driver from Wisconsin, knows plenty about setting up competition cars and also will be happy to sell you a fiberglass body for \$295. Incidentally, his Lincoln-Kurtis is Ray Crawford's ex and is for sale.

TEEPEE TAPPINGS—Billy Southworth's "Grand Prix '55" sports car film has been retitled "Speed Across Europe" and will be shown Thursday, July 26, on the "I Search for Adventure" show, KCOP, Channel 13, at 7 p. m. . . . Film also is booked Aug. 7 through 12 at the Western Theater, 39th Street and Western Avenue . . . Enjoyed a delicious bit of Italian pastry courtesy of Midge Coppa, who brought up one of those yummy rum cakes to celebrate our move to new offices . . . Calories, pfoey on thee!

MOURNING BACK NEXT ISSUE

Jim Mourning's popular column, "Up The Straights," is omitted from this issue, since the writer was unavoidably de-

layed returning from an out-of-town business trip. The column will be resumed in the next issue of MOTORACING.

MOTORACING

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Gus V. Vignolle Editor
Maury Powell . . . Managing Editor
Bill Remrah . . . Advertising
June Vignolle . . . Circulation Manager
Art Lauring, Jim Mourning, Buzz DeBardas, Myra Jones, Spencer Sprocket, Mike Siakoles, W. Robert Nitske, Henry N. Manney, 111, Flavia St. Germain, Staff Writers
Bill Harmer . . . Staff Artist
Lester Nehamkin, Gene Simon, Ron Ferreira (No. Calif.) Staff Photographers
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LETTERS to the Editor

OFFICIALS GET BLAST

I'm a little embarrassed at all these letters, but some things gotta be said; and what better way than through the pages of MOTORACING?

A razzberry . . . to Messrs. Ken Miles and Joe Weissman . . . At Bakersfield, during the Victory Banquet, both gentlemen assured me that, for his above-and-beyond-the-call labors and because of his unfortunate accident (which kept him from participating in or even seeing the race he had had so great a hand in organizing), Ed Tomerlin would definitely receive the Pedigree good sportsmanship award. "It's on the books," said Mr. Miles. "No one ever deserved it more," said Mr. Weissman. So, of course, none of us made any fuss about keeping the news from Ed. It cheered him considerably during his stay in the hospital. "A wonderful gesture," he said, and we choked up with emotion.

It has been many, many weeks since the Bakerfield do, and as yet Ed has received no official word about any award whatever. He doesn't like to talk about it. Or think about it. Therefore, to good sportsmen and fine men of their word, Weissman and Miles, permit this outsider to say, "Bad cess!"

To MOTORACING, good cess.

Charles Beaumont
No. Hollywood, Calif.

P.S.—Re the E. Forbes-Robinson "vindication": I'm not impressed, nor am I convinced. You can buck statistics, but only so far; and when I see with my own two ever-lovin' baby-blue eyes Mr. Robinson's MG-A close on a Porsche Carrera on a long straightaway, then you can wave protest-findings at me all night and I will hoot with laughter. "Robbie" is a hell of a good driver — he scared my Porsche right out into the toolies on turn 6 at Bakersfield — but ability doesn't count all the time. On the corners, yes. On straightaways, no. You just put your boot into it and keep same planted: it's up to the car, pretty much. I drive a now obsolete straight 1500 Speedster, and was a little surprised to see an MG-A streak by me a few feet from the start-finish line (also at Bakersfield), since my mount is supposed to be faster. But that's all right: it could have been a matter of tuning. Simple tuning, however, will not permit even E. Forbes-Robinson to stay with and actually pass cars almost twice as fast. Nor will sheer skill do it.

Let's not kid ourselves, either. Those tear-downs are usually a laugh. I know of one guy (still going strong) whose MG was twice protested, twice torn down for "minute" inspection, and twice passed as "stock"—even though he was getting 72 horsepower to the rear wheels alone! (A stock MG-TD gets something like 47 horsepower in toto.) And the reason, of course, is that the necessary tools are not available—as they are at the Daytona trials and elsewhere. Too expensive.

Following is the answer to those questioning the stock status of the aforementioned MG-A.—Editor's Note.

SUB STOCK—YET

I am writing this letter to set the minds straight of some individuals who for some reason or other believe that the teardown of the protested car of E. Forbes-Robinson was phony.

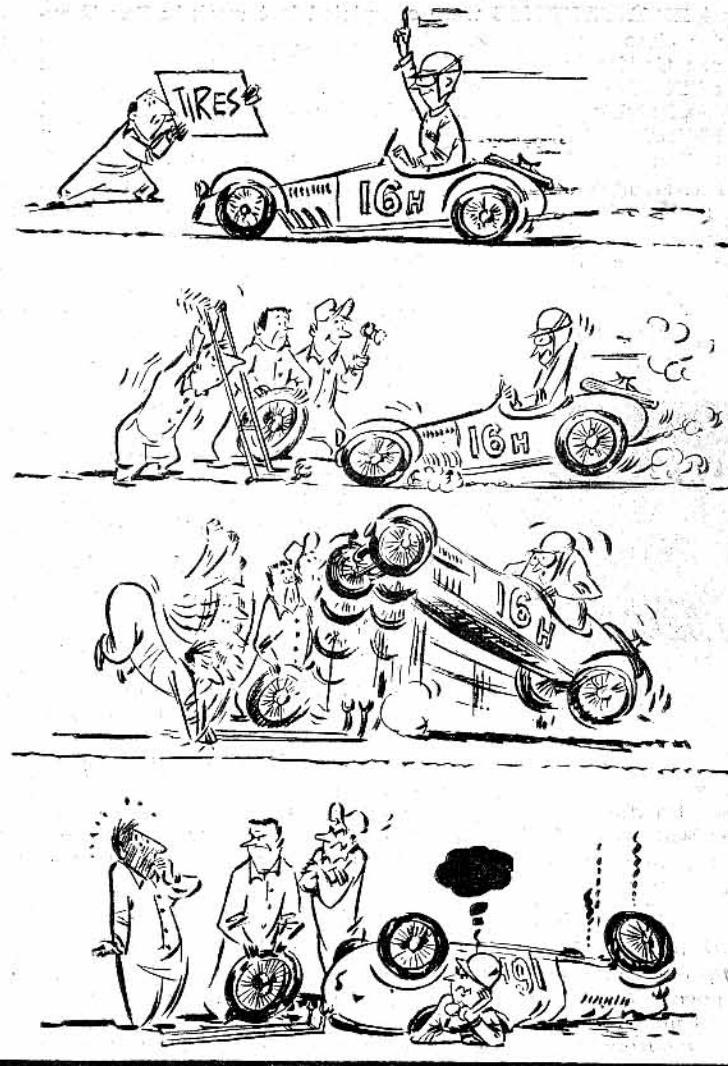
The car was impounded immediately after the race in question and was never touched by anyone for the rest of the day. After the race, Curt Warshawsky, Chief Technical Inspector, rode with Mr. Robinson in the car and I rode with Bob Piercy to the garage in Pomona. First, all four cylinders were tested for compression pressure and were found to be lower than the factory manual allowed and varied as much as 10 pounds from cylinder to cylinder.

The head was then removed and the valves taken out and the valve heads were measured. The intake valves were exactly as the book called for, but the exhaust valves were almost one eighth of an inch smaller. The valves and guides were not particularly clean and the seats were a good eighth of an inch wide.

The porting was not larger than standard and was not even cleaned out. The intake ports were machined but not polished. The rocker arms were stock and rough. The valve stems were measured and found to be stock.

The head was measured found to be right as was the bore and stroke. The crankshaft flywheel was examined for machining and material and found to be stock. The valve lift was measured

TIRE CHANGE By Swift



THE DUKE WONDERS . . .

Omission of "The Duke Wonders" column in the last issue of MOTORACING brought such a storm of protest from readers that the feature is resumed here immediately. The response was 20-1 against throwing The Duke out on his ear.

HOW MANY thousand swim suits will have to be sold to pay for the hunk of ice presented by a young sports car driver to a curvaceous blonde?

If you noticed the greatly-improved driving of a number of pilots in back of the pack at San Diego?

What petroleum company's official faces were very red indeed at San Diego when the truck arrived with only enough gas for two MGs and two quarts for the putt-putt power plant?

What local body-bender is preparing a spiffy car for the coming Santa Barbara concours?

What other expert body-bender is readying a car for a race that may never come off?

If the distributor of a German marque will be given plenty of pavement when a U.S. firm takes over two American cars along with the national distributorship of the foreign car?

If Lester the Child Molester knows that that Valleyite doll was not at a recent race meet despite his constant search for her (Good morning, Judge)?

When that racing aficionado is going to dump that gal, since he's tiring of picking up the check?

Why those drivers held out of San Diego are taking a full three weeks to get their mounts in shape for Seafair?

and found to be no higher than the book called for.

It has been said that measuring the valve lift has no bearing on the valve timing agreed, but any engine that will sit there and idle at 450 to 500 RPM could not have much done to the camshaft. Also, a modified cam-shaft is often detrimental to performance if better breathing and higher compression is not available.

The electrical components were examined and were in working order. The suspension was also examined and found to be stock as was the coach work. All in all, I would say that the car is if anything sub standard. However, do not lose sight of the fact that the best factory mechanics with the right knowledge are available for the tuning of this car which is quite a bit.

In closing, I would like to say this, there were several people there that had no connection with the car of the protest and it was not torn down behind locked doors. If, in the future event of a protest, anyone would like to come along who is skeptical of the procedure or the authenticity of the results would contact either Curt or myself they will be more than welcome.

(Signed) Sumner H. Bennett
Asst. Chief Technical Inspector
Calif. Sports Car Club

HOW ABOUT THIS SCCA?
Per our recent conversation at Buchanan Field . . . last October I ran

my Sista Spyder at Sacramento in Production Race and came in first in my class. Also ran Stockton and Pebble Beach this year in Production Class. came in third, both races. After Pebble I received a letter from S.C.C.A. in Westport stating my points were taken away from Sacramento race, because car should have been run modified. (Seven months later I get this letter.)

On that basis I didn't get points or place at Pebble either.

I sent a letter to George Rand asking him how many Arnolt Bristol bodies were made and why they were allowed in Production Races. This was two months ago. I have never heard from him.

Three weeks ago I sent a telegram to Bristol Car Co. in England asking how many Arnolt Bristols they had made for Arnolt. They answered my telegram, but referred me to Arnolt in Chicago. I sent him a telegram 10 days ago, which he never answered. Everybody passing the buck evidently. I checked with SF S.C.C.A. on Arnolt Bristol and they say Arnolt has not received over 150 cars but got in Production by using Bristol Chassis numbers regardless of what bodies went on them or where they were sold.

My Sista has Chassis No. 505 and the other Sista in town here has Chassis No. 514 which should make Sistas run production, based on Arnolt Bristol's running production!

To sum it up: There have been only (Continued on Page 15, Cols. 1-3)

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Handy Subscription Form on Page 3



Vignettes

by Gus V. Vignolle

EXACTING JOB KEEPING UP WITH ALL THESE SPORTS CAR RACES

SAN FRANCISCO — The only bad thing about this part of the country is having to leave it and its people. We were in the neighborhood for the Santa Rosa races, then for Buchanan Field and now again to sew up some details with Mr. Patrick FitzGerald, the well-known public relations exec whose office will represent MOTORACING in No. California., where we are making such tremendous strides.

First, it was by swift Triumph TR3 to Santa Rosa, John LeBaron's wonderful terrain; then rolling up in a nifty, commodious Flintridge Motors DKW Field & Stream bus for Buchanan—and now par avion because there ain't too much time.

For the San Diego races it will be by Santa Fe train—just to mix it up a little.

Following comes Seafair, near Seattle, Aug. 11-12, then Arcata, up in God's country, Aug. 18-19. What the mode of conveyance will be for those two is undetermined at the moment. Perhaps by motorcycle, if John (El Tigre) Malone will teach us how to make it go.

Only breather in all this pace-killing stretch was the titanic blowout that Rudy Cleye threw last week at Blarney Castle. And it was a humdinger that required more stamina than ordinarily is needed for travel.

AWAY FROM THAT MISERABLE SMOG

This dodge is getting to be rugged—but it's worth it just to be up here and away from the insufferable Los Angeles smog.

A good share of the action here generates over lunch at Andy Young's Kuo Wah Cafe in colorful, teeming Chinatown. The tempo is more leisurely than down south. In between chopsticking with Josh Hogue, sports car editor for the S.F. Chronicle; the indefatigable H. K. Wong, SCCA publicity buzz-saw, and Ross Stone, the amiable manager of bustling Continental Car Co., it became quite plain that they're going all-out to make the Arcata races a rousing success in the first running.

And talking about public relations—they're real hep up here. For instance, Ross Stone immediately made available during our stay a spanking new Triumph TR3, this despite the fact that Rusty Hyde, Don Wilhelm and all the other boys are clamoring to Dorothy Deen for more irons.

SQUARE WHEELERS A TERRIFIC GROUP

Josh Hogue and his charming and active wife, Betty, had us over for one of the most pleasurable sessions in many a moon—a patio picnic of the Square Wheel Touring Society. It was held at the home of Dr. and Mrs. Gordon Swett in nearby Ross.

What fun those people have!

Most of the talk that particular night was on the upcoming third annual Original Moonlight Rallye, the group's smasher for the mid-summer season. Dates are Aug. 25-26, and Jack Bunce, the activities chairman, told the boys and girls there'll be two classes—one for the hotshots, who'll be competing among themselves, and one for the average, fair-to-middlin' rallye enthusiast, who does not want to go crazy trying to figure where he is and/or when he should be there. It is a 300-mile affair.

Dr. Swett, by the way, builds (or rebuilds) old-time cars. He



Vignolle & Powell
DR. & MRS. GORDON SWETT



Vignolle & Powell
SQUARE WHEEL TOURING SOCIETY PICNIC

dotes on Hupmobiles. He showed us two or three he was working on in the spacious garage adjoining his manse and patio.

There probably aren't many people in these United States today who have much use for Hupp parts, but if there are, Dr. Swett is the man to contact.

BRING BACK PEBBLE CONCOURS

Josh took time out between the vin rouge to tell us of his determined campaign to induce the Del Monte Properties people to hold the famous Pebble Beach concours d'elegance next April.

As you may know, it along with the Pebble Beach races have been called off. There is no chance whatsoever for the races to come back, but there is for the concours. It is one of the most famous in the country.

Addressing Sam Morse of the Del Monte Properties, Hogue wrote in his widely-read Chronicle column, "We urge you to preserve this safe, crowd-attracting event on your moss green rolling lawns at the Lodge. The public will respond to it, the entries will be no less, and the Monterey Peninsula merchants and Hotel Owners' Assn. will benefit as always. April in Paris will never

(Continued on Page 8, Cols. 1-2)

Spiegelman & Beavis Score Pro Race Wins

SAUGUS, July 14—Bart Spiegelman, Hollywood, and George Beavis, Lynwood, shared honors with two wins and a second apiece in Road Racing Register's professional sports car races here at Bonelli Stadium's quarter-mile paved oval before 2500 fans.

Driving a blown Jaguar-Kurtis, Spiegelman won the over-1500cc 30-lap main event for modifieds, a 10-lap race open to all modifieds, and was second in the five-lap Trophy Dash.

OFFY HOME FIRST

Beavis, with his reliable Offy Special, which was ideally suited for the track, captured the 30-lap under-1500cc race for modifieds, was second behind Spiegelman in the all-modifieds go, and finished ahead of him in the Trophy whirl.

In the main event, Spiegelman lapped everybody except Bud Goodwin, Lincoln-Kurtis, and Pearce Woods, D-Jaguar, who finished second and third respectively. Winning time was 14:14.20.

D-JAG UNSUITED

Woods was tooling a lot of machinery, but the car simply was unsuited for the small paved course. Spinouts were numerous.

Summary:

30 lap main over 1500 CC modified—Bart Spiegelman (Jaguar Kurtis), Bud Goodwin (Lincoln Kurtis), Pearce Woods (D-Jaguar), Bob Kudler Jaguar XK 140, Bill Darnold (Porsche Spyder), 14:40.20. Under 1500 modified 30 laps—George Beavis (Offy Special), Bill Darnold (Porsche), Clyde Wurhrich (Porsche), Monroe Krien (Porsche), Floyd Burt (MG 1250), 11:29.50. 10 lap all modified—Bart Spiegelman (Jaguar Kurtis), George Beavis (Offy Special), Bud Goodwin (Lincoln Kurtis), 3:21.82. (New track record, old mark 3:39.03 by Jimmy Reese). 10 lap over 1500 production—Dick Trunkey (Triumph TR 2), Al Grist (Jaguar XK 140), Bob Kudler (Jaguar), 3:57.7. 10 laps under 1500 production—Bob Falcon (MG 1250), Clyde Wurhrich (Porsche 1500), Floyd Burt (MG 1250), 5:07.23. 5 Lap Trophy Dash—George Beavis (Offy Special), Bart Spiegelman (Jaguar Kurtis), Pearce Woods (D-Jaguar), no time.

Talk About Highways . . .

"The importance of completely modernizing the Interstate Highway System, which links together the principal cities by 40,000 miles of road, is so clear and so widely recognized that it requires no elaboration in this Report. The country urgently needs an integrated network of safe, controlled-access highways to relieve existing congestion and to provide for the expected growth of motor vehicle traffic. A modernized interstate system would also help to strengthen the Nation's defenses and to reduce the toll of human life exacted each year in highway accidents." —Dwight D. Eisenhower, Economic Report of the President.

More & More Cars For U.S. Public

ONE-THIRD of all U.S. families buying new cars own two or more automobiles, according to a survey of car buying habits.

In 92 per cent of the purchases, the venerable family bus was traded in as part of the bargain. Its average age at the time, the same survey reveals, was slightly over three years. Of all cars traded in for new ones, only 8 per cent were more than five years old.

HOW TO BE POPULAR

Send MOTORACING to your friends. Handy subscription order blank on Page 3.

MERCURY APPOINTMENT

Oliver A. (Bud) Folcke has been named assistant Los Angeles district sales manager, Mercury Division, according to Robert E. Henderson, Los Angeles district sales manager.



FIRST SHOVELFUL of earth was turned on the site of Mercury Division's new assembly plant in Rivera through the joint efforts of F. C. Reith, vice-president and general manager of Mercury Division; George L. Boggs, western regional sales manager, and O. F. Marsal, manager of the present Mercury assembly plant, Maywood. New plant will be located at Rosemead and Washington Boulevards.



Vignolle & Powell
JAY GUREY, the Main St. Philosopher (right), holding MOTORACING sign, shown with Lee W. Flack at Blarney Castle Sports Car Festival. Flack's 1929 Ford won special award. Gurey won cheers.

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7-27-56



• The Inside

By Flavio St. Germain

JOHN MARTIN, BOUNCED FROM CAL CLUB, HAS HIS SAY !!

WHEN I was a bouncer for a Montreal nightclub, the boss had Hugo the barkeep slip a belligerent little guy a Miguel V, or Mickey Fin. I know how long it takes a Mickey to work, once you've been 86ed.

Well, this little guy must have been made of cast iron, because the Mickey didn't produce the desired effect. In fact, it gave him more steam. He took a punch at Jacques, the owner, and laid him out colder than a popsicle factory in Nome.

That left me no recourse but to bounce the little guy, although I didn't belt him; I just gave him the heave-ho. Ever since then I've sided with the Little Guy.

And what I'm getting to is the Case of John R. Martin, a Singer driver from Burbank. Martin is one of the Little Guys of sports car racing, and you'll agree when you read his letters that follow.

After the Pomona races, the California Sports Car Club hauled a number of guys on the carpet for alleged questionable driving. Jerry Austin, the D-Jag driver, was one. He got the bounce for two races. Others got the sack, too, although the club has yet to make a public announcement, which, of course, doesn't surprise me. Look how long it took 'em to come out with that Financial Report, and I truly believe that if it hadn't been for the MOTORACING needle, you never would have seen it.

MARTIN HAULED IN

Anyway, the club hauled Martin in. Martin wouldn't take any guff. My spies report you could have heard the guy a mile away. He didn't mince any words in telling off the Cal Club's Contest Board, which was Martin's biggest mistake. It's like lashing the bottle and stopper, or copper, who gives you a ticket. You wind up in the can, boy.

Martin was banned indefinitely; and not only that—they don't want any part of him in the club.

The race judges report their findings to the Contest Board, which wields the stick. Martin raises a good point about Al Moss, one of the judges. How does he figure as a judge? That's what I'd like to know, too. All I know is that he is a buddy of the club president and that he runs a garage, where the CSCC holds tech inspection at times.

Now here's a potent point: another judge at those races was Al Torres, who knows racing. I talked to Torres about Martin at the Santa Maria races. And Torres, who has forgotten more about racing than a lot of other donkeys around here will ever know, said "there was nothing wrong with Martin's driving, nor with the driving of a lot of the others who were called in."

Furthermore, I was at Pomona, and I saw nothing nutty about Martin's driving. And I've been going to races for nearly 25 years!

This bird Bill Pollack, chairman of the Contest Board, told Martin he was dun-dee, as we say in New Orleans. About a year ago Pollack himself was banned for three races for some of the most dangerous driving I have ever seen. And turn back to the June 15-22 issue of MOTORACING and read the two letters, one of them registered, telling about Pollack at Bakersfield. Pollack hasn't answered those two writers—M. W. Stillwell and James C. Orsten. I wonder why!

Lamp these letters, Bolivar:

July 5, 1956

Contest Board
California Sports Car Club
4949 Hollywood Blvd.
Hollywood, California

Attention: Chairman

Mr. Chairman:

I have recently received from your desk a post card which states that my driving technique at the First Pomona Road Races was "not up to the standard of the California Sports Car Club." I was deeply hurt, and, I think, righteously indignant.

As of this writing I do not know what prompted this action by the contest board, but I am certain that when you investigate you will find that it is less a question of driving ability than of personality.

I sincerely question the competence of such race judges as Al Moss. I cannot for the life of me understand what Mr. Moss has to qualify him as a race judge, unless it is the fact that he operates a foreign car repair shop and has made his premises available to the technical committee.

During practice on Saturday, during race No. 2 on Saturday, and during race No. 2 on Sunday I was in complete control of my automobile at all times with the exception of once on lap three Sunday and even then I did not lose complete control, which is more than I can say for the drivers listed on another page. I do not mean to criticize the drivers that I have listed; on the contrary, I respect and admire them. I am merely attempting to point out that many top drivers had more difficulty than I at Pomona. Are all these drivers to appear before the contest board? I doubt it. If so, then the contest board has overstepped itself further than even I expected.

At the conclusion of racing on Saturday I was told that I had received a compliment on my driving from a very prominent professional race driver. This, while I was running in 27th position overall, not a position to attract attention. It is my opinion that a misguided, uninformed, overenthusiastic, "race judge" mistook hard driving for wild driving, and, stuffed full with his own importance, made a derogatory report.

It would help the CSCC to stage better, happier, race meets if I would present a statement upholding my driving signed by 50 or more California Sports Car Club members. Unfortunately this would be useless as it seems that the club officers are more interested in financial success and personal glory than the welfare of the club members.

I defy anyone to give one example of bad driving on my part during the time that I was on the track.

Please study carefully the enclosed list of drivers and their "offenses" as I think that you will see that to ban or suspend me, or to in any way "punish" me would make it mandatory for these drivers to receive at least the same "sentence" as I. Any other course the board might take must surely seem to be of a personal nature.

The following is the list of drivers whose cars left the road. 1. Ken Miles, left road main event, Sunday; 2. Chuck Daigh, left road turn 2, Sun.;

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3. Bruce Kessler, left road turn 1, Sat. & turn 7 Sat.; 4. James Moore, spun out, turn 7, Sat.; 5. H. Bonney, spun out, turn 8, Sat.; 6. Jim Parkinson, collided with Mercedes, Sat.; 7. John James, spun out, turn 8, Sat.; 8. Lyle Hardy, collided with Renault, turn 8; 9. Cliff Rackohn, left road twice turn 8, hit hay bale turn 9; 10. Gil Henry, spun out turn 2, left road turn 8; 11. Al Allie, left road, spun out turn 3 in practice; 12. Walt Turner, hit tree; 13. Richie Ginther, spun out Sun.; 14. Jerry Austin, spun out, left road twice turn 1 in practice; 15. Ignacio Lozano, bashed everything; 16. Hildreth Hoppe, left road 3 times turn 8, twice turn 10; 17. Triumph TR 2, flipped turn 1; 18. Pink M.G. Special, finally black-flagged.

Note this is a partial list written from memory.

Thanking you for your patience, I am.

(Signed) John R. Martin
Member CSCC

July 11, 1956

John Martin
929 W. Angelino
Burbank,
California

Dear Johnny:

Because of your attitude expressed so completely before the Contest Board we feel obliged (Sic) to withdraw your competition license for an indefinite period. We also feel that at this time we cannot accept any renewal of your membership in the California Sports Car Club.

Very truly yours,

(Signed) W. M. Pollack

Chairman Contest Board

WRP/mh
cc: James Lowe, Northern Region SCCA
Karl Brigand, Southern Region SCCA

MOTORACING,
725 North Western Ave.
Suite 14,
Los Angeles, Calif.

Sirs:

I am attaching hereto a copy of the letter which I recently wrote to the contest board of the California Sports Car Club.

In order that you may have a clear picture of my reasons for writing this letter, I will present a few facts.

I know for a positive fact that my car was in better condition for this particular race than for any in which I had previously run. I had spent much time and effort to make this so. Of course, I would like very much to win anything in which I enter, but I knew the limitations of my car and was laboring under no false delusions that I would do so. This, however, did not deter me from racing and giving everything I could to make my entry one of which I could feel proud. I ran on Saturday and again on Sunday running at the back of the pack, it is true, but finishing both races without incident. In fact, I was complimented by one of the greatest drivers on the track today for the manner in which I handled my car. I had complete control of my car at all times even though I was forced to leave the course momentarily on turn 8 on Sunday.

The fact that concerns me more than any other, however, is that the "little man" of racing no longer stands a chance. This is the gist of my complaint with CSCC and because I felt it not only my right but my duty as well to stand firm in my convictions when the Board called me before them, I was convicted before I stood trial. The letter from the Board, as well as later conversations, condemned me, not for my driving but for my right to defend myself and others against the discrimination toward the "Little Fellow." The Board wanted and demanded an abject and penitent subject and, because I dared to express myself, I was "in bad." My claim is that the contest board and its members have no right

to persecute and harass the small fry of the sport, nor should responsible functions be delegated to those incapable of properly handling them. If amateur sports car racing is to survive the onslaughts of the professionals, if this time-honored and most gentlemanly of competitions is to continue as an amateur event, then the "Little Fellow" MUST be considered, even above the racing teams, the sponsored drivers, the commercial backers and the bigoted officials. My fight is for those hundreds of others who, like myself, want to engage in this sport for the sake of the sport itself and not for either fame or fortune. I know most of these men on the contest board, and I certainly have no quarrel with them as individuals, but I will continue with all the strength I can muster to fight their methods and their seeming desire to extinguish forever this admirable sport.

I trust that this letter will make a little more clear to you and others my reason for entering the fray against the CSCC and that, eventually, others will see the light and that, together, we may convince these noble men that there are two sides to every question.

Yours very truly,

(Signed) John R. Martin

P. S.—For what it may be worth, numerous well known and competent drivers after viewing my performance at Pomona have voiced opinions somewhat contrary to those of the board. Furthermore, they have offered to go on record to this effect.

How about the CSCC answer to all this—And what do you readers think?

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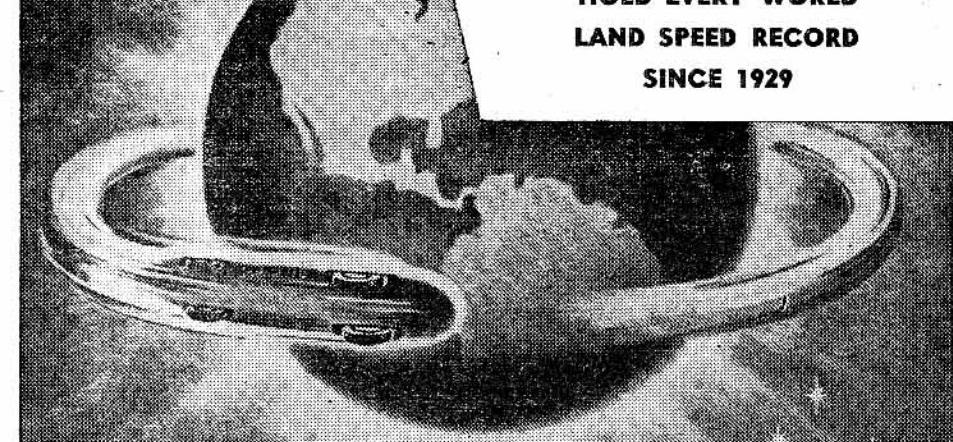
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• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

READ ALL ABOUT IT! . . . NEW CONCEPT IN AUTOMOTIVE POWER

MANY MAY dislike GM as the classic exponent of "Detroit stars," but when it comes to experimentation which MAY lead to safer and more efficient family machines one has to extend kudos to the Colossus of Michigan.

This writer cites GM's unveiling of the XP-500 which is the first car in the world powered by an engine that burns almost any type of fuel. This road "gizmo," deemed the GM-10-10, is technically called a free-piston driven car. And the engine represents a new concept in automotive power.

According to Marlow H. "Red" Curtice, who runs the shebang, the principle of the free piston engine has been known for more than 30 years. However General Motors' research staff has been the first to put it to work in an automobile.

The XP-500 has no crankshaft or connecting rods, no rotating parts as per the typical conventional power plant wherein pistons spin a crankshaft.

Basically the XP-500's pistons operate like a bicycle tire pump or a fireplace bellows, shoving hot gases through a pipe to a turbine! The GM "experiment" generates 250 horsepower and is described by the slide-rule boys as a Siamese unit. This means it consists of two parallel cylinders, each containing a set of two horizontally opposed pistons, and this is quite a departure from previous free-piston engine design.

The Europeans have actually been using this type of power plant primarily for powering ships, locomotives, stationary power plants and air compressors.

USES ANY SORT OF FUEL

One "goodie" about this engine is the fact that it can gobble up virtually any sort of fuel. At GM's fancy new technical center a unit has been running on all types of mineral oil ranging from high octane petrol to so-called bunker "C" or residual fuels. One experimental unit has been fuelled with whale oil, peanut and other vegetable oils.

According to Arthur F. Underwood, head of GM's research staff's mechanical development department, the new engine has few high precision parts as compared with conventional reciprocating engines and gas turbines. Also it is inherently balanced so it operates almost without vibration or wear.

The pistons are arranged horizontally opposite one another. An air fuel charge fired between them—with Diesel-type injectors—drives the pistons apart, compressing air at the ends of the cylinders. The compressed air bounces the pistons back toward inner dead center and as they charge inward they also compress air which, in turn, pumps into a Diesel cylinder. The back-and-forth movement continues to compress air which, in turn, is piped to a turbine.

'FREE PISTON' AHEAD OF TURBINE

Because these exhaust gases transmitted to the turbine are relatively cool (no more than 900 degrees Fahrenheit), the turbine blades can be fabricated of non-strategic, non-critical metal. In the XP-500 the free piston "air pump" is under the hood. A pipe to the turbine runs along one of the car's chassis, thus flattening the floor of the passenger compartment. The turbine is aft, combined with the transmission axle unit which, in turn, flows power to the rear wheels.

And, according to those who keep ears-and-noses-to-the-ground the "free piston" framisan may emerge ahead of the turbine!

NEW PRECISION MOTORS HAS ITS 'PREEM'

PARTS BIN—Fancy schmantzy is the term for Otto Zipper-Bob Estes' new Precision Motors Volkswagen undt Porsche "haus" which is newly located at 9717 Wilshire Blvd. in Beverly Hills. This de luxe showplace, situated on Beverly Hills' "Gold Coast" stretch of Wilshire (just east of the Santa Monica intersection, the Conrad Hilton and the multi-colored fountain), had its "preem" a fortnight ago. Otto retains his old location, on Wilshire, east of Doheny. At the latter site may be seen Der Kleine Elves who make mit der tools so das kleine wunderbar VW's undt Porsches go so goot! . . . By now it should be obvious to even the most myopic that the so-called "dream race course" theoretically to be situated in the vicinity of Ontario is—a dream! Many experts have been wagging their heads and sighing: what this area needs is a real course with a couple of top-flight, classic racing events! This chronicler postulates that what this area needs is a smidgin of showmanship, logic and integrity in the staging of races. Selah!

Race Specs Hold; Safety Stressed

(Special to MOTORACING)

BADEN-BADEN, W. Germany—There'll be no change of specifications in Formula I Grand Prix racing, it was announced here during the FIA's international congress recently.

Specs remain at up to 2.5 liters unblown or 750cc blown for the Formula I jobs until December 31, 1959, the congress ruled. Also unchanged was the Formula III group's specs, which

hold at up to 500cc until further discussion in 1960.

However, a new Formula II was disclosed for unblown race cars to 1500cc, but a modifying factor is restriction of engine power output by permitting this class to use only a 100 octane rating fuel.

Insofar as production cars are concerned, the FIA disclosed the following four categories: 1. Standard touring; 2. Special touring; 3. Standard gran turismo; and 4. Special gran turismo.

The international body, which meets again at Milan, Italy, within the next several months, urged promotional groups to pay closer attention to spectator and contestant safety factors.

RUTTMAN SCORES

MILWAUKEE, July 15.—Tall Troy Ruttman, Lynwood, Calif., piloting a Mercury, won a 150-mile stock car race here today. His average was 83.1 mph.

Jag-Powered Auto Fastest At Pike's Peak

COLORADO SPRINGS—Much to the amazement of USAC National Championship circuit followers, a Jaguar-powered auto posted the fastest time of 14min. 27sec. to win the 34th annual Pike's Peak Hill Climb.

Young Bobby Unser, Albuquerque, N. M., set a new mark for the scary 12.4-mile climb with his 6-cylinder British charger. His famed uncle, Lou Unser of this city, frequent winner of the classic, placed sixth.

USAC addicts found it a hard pill to swallow when the Jag was named winner inasmuch as the field included many Indianapolis-class autos. Only "500" driver competing was Keith Andrews, this city, 8th fastest clocker.

Pete Woods, Whittier, Calif., was fifth in 14min. 51.3sec., tooling the Bromme Offy Special. Ray Crawford, Pasadena, Calif., flipped his Offy near the start, but escaped with minor injuries.

Bobby's brother, Jerry, made it an historic day for the family by capturing the stock car division, clocking 16min. 8sec. up the 14,110 ft. peak in a 1956 Chevrolet.

CHAMPIONSHIP CARS

1. Bobby Unser, 14:27.0; 2. Bob Finney, 14:28.1; 3. Loran Roberts, 14:36.9; 4. Charlie Lowderman, 14:51.3; 5. Pete Woods, 14:51.8; 6. Louis Unser, 15:05.6; 7. Gordon Herring, 15:06.0; 8. Keith Andrews, 15:06.7; 9. Johnny Mauro, 15:29.4; 10. Pete Fusude, 15:33.1; 11. Foster Campbell, 15:34.0; 12. Shelby Hill, 15:36.2; 13. Wayne Snakey, 15:52.1; 14. Frank Sanborn, 15:59.5; 15. Art Hillis, 16:12.9; 16. Edward T. Cox Jr., 16:18.3; 17. Paul Kleinschmidt, 16:20.9; 18. Burton Groves, 17:21.4; 19. Bobby Cropper, 18:06.8.

STOCK CARS (ALL 1956)

1. Jerry Unser, 16:08.0 Chevy. 2. Bob Korf, 16:21.6, Chev. 3. Herbert Bryers, 16:21.1, Ply. Fury. 4. Chuck Stevenson, 16:27.1, Ford. 5. Nick Sanborn Jr., 16:31.3, Chev. 6. Marshall Tagague, 16:37.2, Chev. 7. John Mantz, 16:38.2, Ford. 8. Dan Morgan, 16:42.8, Ford. 9. Royall Russell, 16:49.2, Ply. 10. Malcolm Brazier, 17:24.6, Chev. 11. Delmar Desch, 17:52.3, Stude. 12. Bob Rupert, 18:02.4, Chev. 13. Buddy Faughn, 18:25.2, Ply. 14. Wayne Hoffman, 20:01.00, Pack.

Southern Californians in bold face type.



TONY PARRAVANO
He's Back Home Again

Tony Parravano, back from one of his many trips to Italy, was in the pits at the CSCC San Diego races last week-end.

He was ousted from the club for entering his cars in pro races some time back at Willow Springs.

Truth is the sport really misses him now. Few Ferraris and the big name drivers that used to drive for Tony.

Would he race amateur again if the clubs opened the door? Not for cups, he told friends.

Tony, who spends almost as much time at Modena, Italy, the Ferrari stronghold, as he does here, leaves in a week or so again. He's coming back with some new high-powered Maseratis.

THEY LIKE RED

DETROIT—Red catches the fancy of sport car buyers over other colors, according to a summary of Corvette sales during the first five months of this year.



Marvin Reichler
ON THE JOB—Probing about the pits astride her motorcycle at all sports car races, Myra Jones of MOTORACING interviews various and sundry pilots and obtains reasons from non-finishers. Here, she talks to Mrs. Pat Boyd. Dr. Edward A. Boyd looks on.

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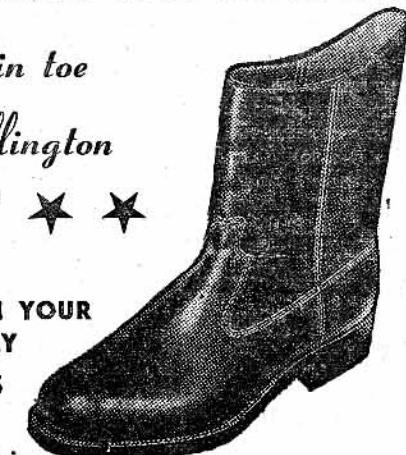
For The Sports Car Drivers

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Challenge of the Century:

New Speedways, Autoways Needed

By Hoosier H. Hyram

(Fifth of a Series)

ALL THAT is needed racing can provide—leadership, experience, examples, experimentation, expert testing, public attraction, then interest, inducement, and finally execution of a tried and true plan for better roads.

Meeting this challenge again would win public acclaim for auto racing and should provide the new United States Auto Club with the opportunity to establish uniformly sanctioned automotive contests.

We might invite and interest the auto manufacturers, whose factory teams were once so prevalent and popular, to schedule on their respective proving grounds and tracks, events commensurate with their courses, instead of depending upon promoters who look only to profit. Participation of models from all manufacturers would spark the flame of public attention. Clamor for spectator space, whether now available at these various testing courses, would require much larger expansion to adequately meet the needs of those desiring to attend.

TELEVISION WOULD HELP

Accessory, parts, petroleum and other kindred manufacturers and processors should be invited and encouraged to pool their promotional funds to televise these events until adequate expanded facilities for public attendance can be provided. The enlarged air audiences when radio took to covering football games did not keep fans away from events. Radio only produced more desire to see in person.

More records have been sold since radio than ever was expected from the limited use of the old hand crank phonographs, even though the skeptics cried that radio would put the recording process out of business. More people attend horse races and shows using their motor car than ever could have traveled to these attractions behind 'Old Dobbin' or on electric and steam trains. Televising auto racing could readily pave the way to multi-million attendance at motor sports.

Highway construction contractors, their material suppliers and processors should be invited, and induced to construct from their public relations, promotions and advertising funds, speedways conforming to their ideas of the best

autoways for the autos of America.

INDUSTRY COOPERATION

The American Concrete Institute, American Petroleum Institute, American Road Builders Association and National Highways Association might do for a start. Rubber and Steel have been mentioned as possible sources for smoother and safer highway surfacing. How about the American Iron and Steel Institute and the Rubber Association giving us a preview of their ideas of better ways for autos of the future?

CRUSADE NEEDED

The automobile brought the future to us faster than any other modern means. Attending auto races to see the autos of tomorrow perform on the speedways provided by those who think their construction and products the best for the autoways of tomorrow would be in keeping, it seems.

Auto racing can qualify to pace

needed to again rapidly propel us on the road to further progress. Whether the fraternity will meet this challenge commensurate with the courage and convictions of this delayed crusade so urgently those glorious pioneers of yesterday and the present drivers patiently paying with their lives and limbs for lack of speedways for their cars and autoways for their autos, is up to the unpredictable human whims of prejudice, procrastination and personal petty jealousies versus purpose, progress and performance over and above the call of the sport.

BLACKEST SEASON

If we compare the early boost to automotive expansion by the use of racing to improve, advertise and sell more autos, with today's pseudo sorties, the image from the mirror is far from complimentary in counting the cost of lives lost last year. It was auto racing's blackest season and America's blackest Christmas holiday.

However, even those lives may not have been sacrificed in vain if we take up their torches and drive toward tracks for the cars and autoways for the autos.

(To Be Continued)

DRAG RACING RESULTS

LIONS' ASSOC.—JULY 14

Gas Classes Coupe/Sedan—A, Glen Ward, Cad., 106.38; B, Piasno Bros, Cad., 101.89; C, Spaulding Cams, Chev., 96.15; Dan Marquis, '55 Cad., 92.81.

Altered Coupe Sedan—A, Waterworth & Morris, Merc., 116.27; B, Don Amador, Merc., 88.32.

Street Roadsters—A, Bill Manning, Merc., 84.66; B, Safford & Shores, Chev., 92.11.

Roadsters—A, Jerry Norek, Cad., 112.92; B, Richard Munch, Merc., 94.63.

Fuel Classes Coupe/Sedan—A, Don Montgomery, Chrysler, 108.20; B, Don Ware, G.M.C., 108.32.

Comp Coupe/Sedan—A, Jazzy Nelson, Merc., 130.43—10.50.

Hot Roadsters—A, Watkins & Loeven, Merc., 127.11; B, Grohs Texaco, Merc., 117.64.

Mod Roadsters—A, Tony Waters, 270 G.M.C., 124.65.

Dragsters—A, Hashim Automotive, Chrys-Bin., 145.86—10.63; B, Helton & Bryer, Merc., 130.43.

Stocks—A, Al Anderson, '56 Olds, 85.06; B, W. I. Shobe, '55 Olds., 81.89; C, Louis Di Peppino, '52 Olds., 79.08; D, Doug Thorley, '38 Buick, 75.12; E, Charles Stark, '55 Chev., 81.89; S/S, Pete Simpson, '56 Buick, 82.94.

Sports Cars—B, Lee Muhleck, '56 Jag., 84.90; D, Pete Peters, T-Bird, 108.04.

Cycles—Fuel—A, Koch & Persetti, Tri., 131.96; C, Mike Ward, Tri., 109.63.

Cycles—Gas—A, Auger & Martz, Tri., 115.23; B, Dudek & Johnson, Tri., 113.78; C, Karns & Fontaine, Harley, 95.94.

Top Eliminator—Jazzy Nelson, Merc., 129.31.

SIoux CITY, IOWA—JULY 18
REGIONAL CHAMPIONSHIP RESULTS

Stock Classes—A, Wayne Tibke, '56 Chev., 81.15; B, John Bolgar, '55 Olds., 16.95; 76.79; C, Phil Galata, '52 Olds., 17.82; 75.06; D, Jim Studley, '49 Cad., 18.81; 71.25;

Gas Coupes/Sedans—A, Bud Holcomb, Olds., '32 Cpe., 15.05, 91.37; B, Bruce Coryell, Olds., '33 Ply., 91.74; C, Al Perrenoud, Dodge '500-Dodge, 15.45, 89.19; D, Ed Harris, Corv., '56 Chev., 15.61, 84.19.

Altered Coupes/Sedans—B, Bob Hartwell, Olds., '40, 14.04, 100.55; C, Norm Koborg, Olds., '34 Cpe., 13.44, 95.13.

Roadsters—B, Russ Taylor, '46 Ford-'33 Ford, 14.11, 95.94.

Open Gas—A, Bob Rodgers, Olds.-Drgstr., 12.37, 113.06; B, George Dahir, '50 Olds-Drgstr., 13.57, 101.91.

Fuel Coupes/Sedans—B, Tom Day, '55 Olds-'40 Cpe., 15.18, 88.84.

Competition Coupes/Sedans—B, Gene Stanley, '48 Merc.-'32 cpe., 16.29.57.

Dragster—Melvin Heath, '53 Chrys.-Drgstr., 11.50, 123.79.

Sports Cars—A, M. V. Waterfield, Jr., '56 Corv.

Top Eliminator—Melvin Heath, Dragster, 11.51; Top Speed of the Meet—Melvin Heath, 137.61; Top E.T. of the Meet—Melvin Heath, 10.70; Best Gas Class Speed—Bob Rodgers, Dragster, 120.64.

SALT LAKE CITY, UTAH—JULY 14-15
REGIONAL CHAMPIONSHIP RESULTS

Stock Classes—B, Joe Yenckik, Olds.-Olds., 72.93; C, Roy Palmer, Olds.-'54 Olds., 19.43, 71.09; D, Franklin Roscoe, Buick-'37 Buick, 19.20, 67.16.

Gas Coupes/Sedans—A, Jack Keller, G.M.C.-Chev., 16.07, 87.64; B, Jerry Muller, Cad.-Ford, 16.21, 87.46; C, Errol Nielsen, Cad.-Olds Hol., 16.41, 87.97; D, Bob Dove, Corv.-Chev., 18.45, 80.21.

Altered Coupes/Sedans—B, Wayne Hawks, Olds.-Cpe., 15.29, 94.73; C, Eddie Earl, Merc.-Cpe., 15.86, 84.26.

Street Roadsters—A, Terry Grogan, Chrys.-Rdstr., 71.59; B, George Nelson, Merc.-Rdstr., 17.65, 74.01.

Roadsters—A, Lee Lamper, Olds.-Rdstr., 18.44, 70.92; B, George Imaizumi, Chrys.-Rdstr., 15.74, 90.72.

Open Gas—A, Dan Noorda, Olds.-Drag, 14.11, 103.80; B, Virgil Gardner, Cad. Lkrst., 14.55, 96.46.

Fuel Coupes/Sedans—A, Budd Madden, Olds.-'34 Ford Cpe., 15.21, 98.79.

Dragster—Lee Woolley, Buick-Drgstr., 17.62, 108.17.

Sports Cars—A, Dean Hill, MG-MG., 26.19, 51.00; B, Phil Jacobsen, Corv.-Corv., 15.74; C, Chick Webber, Ford-(Bin.)-T-Bird, 109.48.

Top Eliminator—Leland Woolley, dragster, 12.96; Top Speed of the Meet—Charles Sudgen-Ardun-Merc., dragster, 121.45; Top E.T. of the Meet—Charles Sudgen-Ardun-Merc., dragster, 11.77; Best Gas Class Speed—Arbon & Lawrence, 109.48.

SAN GABRIEL—JULY 1

Stocks—A, Pat Bauer, '56 Stude., 86.54; B, Coachman Club, 55 Chev., 84.02; C, Art Saylor, '55 Stude., 74.75; D, Jerry Berry, '41 Buick, 75.31; E, Les Ritchey, '56 Ford, 89.40.

Gas Coupes/Sedans—B, Frost Boys, G.M.C., 84.74; C, Arthur Benson, Blin Stude., 92.78; D, Fullerton Muffler, Dodge, 93.49.

Altered Coupes/Sedans—C, Willie Wearne, Merc., 91.

Modified Roadsters—B, Terry Riker, Merc., 101.

Fuel Coupes/Sedans—B, Hotchkiss & Thompson, Merc., 90.40.

Competition Coupes/Sedans—B, Ralph Kuntzman, Merc., 96.74.

Four Barrel—X, Ernie Horner, Cros., 79.74.

Hot Roadsters—B, GP Muffler Service, Merc., 119.25.

Sports Cars—A, J. K. Triplett, Chrys., 96.54; B, Phil Hoeffer, T-bird, 91.25.

Cycles Gas—A, Verdon Stevens, Must., 63; B, Bob Ricker, Tri., 87.97; C, Emmett Mickle, Tri., 100; D, Auger-Martz, Vin., 113.



Lester Nehamkin
LOVELY DOLL—Model Gloria Painter sharpens up in front of Triumph TR3 at premiere of Continental Car Imports in Culver City last week. Owner Irv Kreisel hosted cocktail party at opening.

Continental Imports Opens

A gala premiere marked the opening of the newest foreign car agency in the Greater Los Angeles area last week. It is Continental Car Imports, 8750 Washington Blvd., Culver City.

Headed by Irv Kreisel, former South Gate businessman, the firm handles Triumph TR3, Borgward Renault, Hillman and Sunbeam Rapier.

Drawing raves from the press and Distributors Dorothy Deen of Cal Sales (Triumph); Johnny Green, Renault, and Ray Stening, Rootes Motors (Hillman & Sunbeam Rapier), was the striking decor of Continental's showroom and offices.

Credit goes to the owner's wife, Betty Colburn Kreisel, who for 10 years was costume designer for Ken Murray's Blackouts. She became a nationally-known designer shortly after launching on her career at the age of 17.

Mike Fayard is sales manager of the new firm, and Chris Porter is service manager.

Cycles Fuel—B, Richards & Johnson, Tri., 117.43.

Top Eliminator—E, Fuel Cycle—Richards & Johnson, Tri., 109.78; Top Elapsed Time—B, Fuel Cycle—Richards & Johnson, Tri., 11.75. Top Time—B, Fuel Cycle—Richards & Johnson, Tri., 123.11.

SAN GABRIEL—JULY 15

Stocks—A, Jack Beavers, '56 Chev., 72.79; B, John Davis, 55 Chev., 81.41; C, Ron DeCicco, '53 Olds., 77.92; D, Doug Thorley, '38 Buick, 75.40; E, Norman Athearn, Dodge D-500, 86.61.

Gas Coupes/Sedans—A, Edmund Smith, Cad., 88.75; B, Joe Gumbermann, Chrys., 96.50; C, Harry Emmer, Chev., V-8, 92.37; D, Van Wyck Motors, Pont., 89.55.

Altered Coupes/Sedans—B, Ed Oseen, Olds., 99.88; C, Alexander & Hamilton, Chrys., 106.27.

Street Roadsters—A, Doyle Steel, Merc., 96.15.

Roadsters—A, Charles Grieme, Chrys., 110.20; B, Charles Mitchell, Merc., 102.40.

Open Gas—B, "Road Rebels" Car Club, Cros.-Merc., 105.

Fuel Coupes/Sedans—B, Harold Hotchkiss, Ford, 94.15.

Four Barrel—X, Ernie Horner, Cros., 79.74.

Hot Roadsters—B, GP Muffler Service, Merc., 119.25.

Sports Cars—A, J. K. Triplett, Chrys., 96.54; B, Phil Hoeffer, T-bird, 91.25.

Cycles Gas—S, Lawrence Nunes, Tri., 82.72; A, Gary Richards, Tri., 83.95; B, Bob Ricker, Tri., 91; C, Tom Pulliam, Tri., 101.80; D, Richard Watts, Har-Dav., 97.15.

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The Ernie McAfee Story:

He Surged Like a Meteor

By Gus V. Vignolle

(Fourth and last of a series)

ERNIE McAFFEE, one of the best-liked sports car drivers in Southern California, who was killed last April at Pebble Beach, surged to the top like a meteor a little over a year before his shocking death.

He became keenly interested in cars when he was a boy only 12 years of age. He drove hot-rods and lakesters, small sports cars and finally big, power-brimming Ferraris that were to bring him his greatest fame.

In the 1952 Mexican Road Race, Ernie rode with Jack McAfee of Manhattan Beach, who is a big name in the sport today. Unrelated, the McAffees finished fifth in a Ferrari.

The following year, the smiling, sun-tanned Ernie raced one of the new little Italian Siata V-8s in the small sports category below the border.

I first met Ernie in February of 1954 at a hill climb staged by the Singer Owners' Club. He had the best time of the day with his Siata, getting top speed on the wide sweeping turns because of his independent rear suspension. It was the same car he drove in the Mexican Road Race, and Ernie was very cordial and modest. He took none of the credit; he gave it all to the car.

THIRD AT TORREY

In July of that year I saw him take a third at Torrey Pines in the modified under-1500cc with a Moretti, and the following October a third again in the same class at Palm Springs.

Some time before, he had struck up a fine friendship with Bill Doheny, the oil man, who to this day has been unable to get over Ernie's passing.

Then the Beverly Hills driver went into the heavy Italian machinery, first taking over the famous No. 76 blue 3-liter Ferrari Monza for Doheny. He drove this car to a class win in the 2500-3000cc race at Santa Barbara, May 28, 1955.

The next day he scored his first overall win after almost 10 years of racing. I interviewed him after that race, and he could hardly contain himself, he was so happy. He said up to that time he had posted about 25 class victories, but never overall. His average speed for 107.8 miles was 71.54 mph.

ON HIS WAY

Ernie McAfee was on his way. The following month he won two races in the Monza at Hansen Dam; in the second he took the measure of Tom Bamford, who was working for Ernie at the time of his death and is now managing the Sunset Blvd. car emporium. Tom was driving a 4.5 Ferrari.

Ernie won again at Santa Barbara in the Labor Day races of 1955, but missed Torrey Pines in October because of the arrival of his baby girl.

The next month, at Glendale, he took first in class C and second overall in the bigger 4.4-liter Ferrari—the one he was piloting when he slammed into that tree at Pebble Hill beat him in a smaller Ferrari.

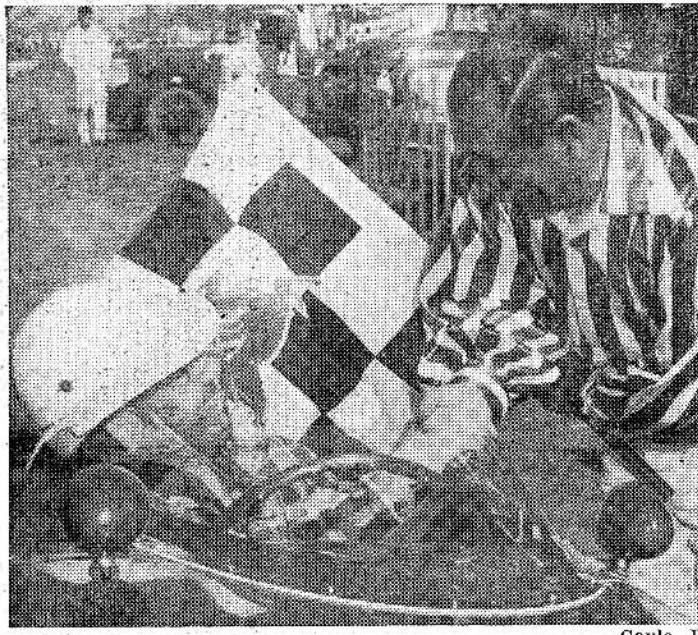
PALM SPRINGS VICTOR

He won two big races at Palm Springs, Dec. 3, 1955, and the next day came that historic duel with Masten Gregory in the 3-liter Maserati. Ernie lost the greatest thriller ever seen here by 1/500th of a second.

January of this year saw him again drop the nod to Gregory. It was the 4.4 against the Maserati.

Ernie McAfee's greatest day came at Santa Barbara, March 17-18. Few will ever forget it. On Saturday, he took the under-1500cc go in an OSCA and the big-bore with a Ferrari. And the next day he duplicated that performance.

Nobody has ever turned such



Gayle Davis

ERNIE'S GREATEST DAY—This was the day, last March at the Santa Barbara road races. All the late great driver did was win the under-and-over-1500cc main events BOTH DAYS in an OSCA and a Ferrari. Here he receives congratulations from Starter Al Torres after winning with the smaller car.

a feat in the history of West Coast racing—and it is doubtful if anybody ever will!

THEN CAME PEBBLE

Then came Pebble Beach last April. Ernie had reached the top. His name was on everybody's lips. Before the main event, he went up and congratulated Jack McAfee (they were not on the best of terms) for his victory in

the under-1500cc race. Jack was on the grid for the main event.

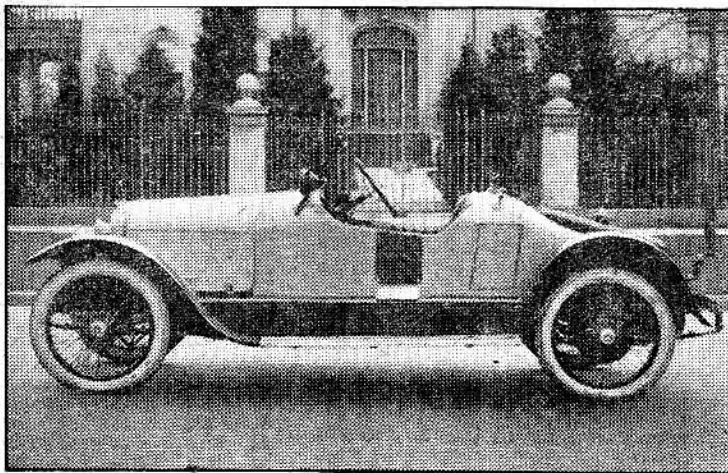
They shook hands warmly. Ernie had made his peace with Jack McAfee.

About an hour later Ernie McAfee had made his peace with God.

He was dead in a brooding pine forest.

— The End —

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THE YEAR was 1921.

President Harding was inaugurated, Caruso died, and anyone shopping for a two-seater sports car could spend \$6300 for a McFarlan Six, or \$5500 for a Meteor—a three-seater Pierce-Arrow cost \$8000—or he could more conservatively pay \$2885 for a Templar touring-roadster, sports model class, shown above.

No worry about accessories. The roadster, an identical model of which was produced in 1922, came equipped with six wire wheels (two of which were stored in a rear-deck well), rim-wind keyless auto clock, clinometer (grade indicator), spot light, power tire pump, inspection lamp and cord, compass and folding kodak. A compartment for the latter two was located in the side of the full hammered aluminum body, available in gray, cream, wine or bronze.

An aluminum step to facilitate entrance and exit was also located on the side of the body below the Maltese Cross insignia used by Templar. The roadster had no doors.

Templar Motor Corporation was organized in 1916 and produced its first automobile two years later. Interference by World War I and financial difficulties made its life a short one. Its plant and equipment was auctioned off in 1925.

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• Rallye Roundup

By Buzz De Bardas

WHY AN ODOMETER CHECK ON RALLYE? HERE'S THE REASON

IN REVIEWING the 10-mile odometer check, there is so much to consider that we may stray on this subject for months.

First of all, why an odometer check at all? Well, for a real simple reason—at the spot marked off by the Rallye Master for a given distance, which may be 10 or more miles, fewer than 20 per cent of the competitors will have the exact mileage the Rallye Master has indicated. In order for the competitors to compensate for the difference, we have an odometer check.

By the way, I know a few new folks who, in order to be correct at odometer checks, have spent vast sums of money to have their speedometers made perfect. True, it is nice to have, but rather a waste of time if the speedometer was in good running order in the first place. What good is a perfect speedometer when everything will be based on the Rallye Master's odometer (which may be a bit wrong)?

EASY TO FIND

Next question is what does a 10-mile odometer check look like, and is it manned? Well, it can be anything easy to find, such as a house number, a street intersection, one end of a large building; in fact, anything easy to find. DON'T, if you are the Rallye Master, select a moveable object, such as a large BROWN COW, as your 10-mile odometer check (the odometer check is not manned).

Another point: The club I belong to occasionally uses a sign SMFCCA 10 mile. Ever so often some character gets an idea he will steal the sign—DON'T do it! First of all, it isn't nice, and second, if the first 20 cars find it OK, and you, as No. 21, run off with it, everyone will know. You will then have to turn in your club badge and Keppy Kap

and be banished to Detroit Iron forever.

ONE FIXED RULE

By the way, there is one fixed rule that you must remember when you arrive at the 10-mile odometer check. If you show less mileage than 10 miles, you will SUBTRACT, and if you show more than 10, you ADD. As silly as this might seem, it is correct.

Rallye Masters often go crazy attempting to have numbers printed up for the windows of competitors' windshields. I have found a real simple solution—go see Al Sherwin (trophy genius), and ask for a set of cardboard numbers running from 1 to 200, free, of course. His address is 4930 Venice Blvd., about 50 feet east of La Brea Ave.

By the way, don't forget Rallye D'Oro being put on by the Santa Monica FCCA. It is Council-sanctioned plus being a championship event. The date is Aug. 25 and 26.

Next issue—we'll get into the technical aspects of correcting at the 10-mile odometer check.



Vignolle & Powell
RUDY CLEYE (left) and E. (Robbie) Forbes-Robinson, at the mike, during recent big Sports Car Festival at Blarney Castle. Both are top drivers, Rudy in Mercedes-Benz, Robbie in MG-A.

TR-3

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Murphy, Miles Leaders In Race Drivers Club

Under a scoring system of three points for a win, two for second and one for third place, the present point standings in American Racing Drivers Club's West Coast Championship, including non-members, find Bill Murphy and Ken Miles leading the over-and under-1500cc divisions, respectively.

One award will be given to the two winners at the end of the year.

Acting committee of the club consists of Ken Miles, Bill Pollack and Cy Yedor.

Points include the following races: Torrey Pines, Palm Springs, Stockton, Santa Barbara, Pebble Beach, Bakersfield, Santa Rosa, Pomona, Buchanan Field, Santa Maria and San Diego.

Over 1500cc	
Bill Murphy	15
Jack McAfee	6
Carol Shelby	6
John Barneson	6
John von Neumann	5
Lou Brero	5
Harrison Evans	4
Masten Gregory	3
Bill Krause	3
Jerry Austin	2
Phil Hill	2
Sam Weiss	2
Fred Woodward	2
Ken Miles	2
Chuck Daigh	1

Under 1500cc	
Ken Miles	16
Richie Ginther	13
John Porter	8
Sam Weiss	7
Eldon Beagle	5
Jack McAfee	5
Jean Pierre Kunstle	5
Pete Lovely	2
Cy Yedor	2
Rex Huddleston	1

Jean Pierre Kunstle and Richie Ginther are drivers most recently elected to membership of this club.

Spa Race Gets Nat'l Status

Los Angeles Region of the Sports Car Club of America has been granted National status for its Palm Springs race to be held November 3-4.

Only other National race held in California this year was at Pebble Beach.

Murphy, Miles Post San Diego Race Victories

(Continued from Page 1)

tis. He won by more than half a minute over Bill Krause, behind the wheel of a sick D-Jaguar in the 37-lapper.

71.8 MILE AVERAGE

Murphy covered 74 miles around the excellent two-mile course and averaged 71.8 mph.

Third and most notable achievement was Ken Miles in John von Neumann's Porsche Spyder. It was the only class F car to finish.

Fred Woodward, Jaguar Special, and Max Balchowsky, Buick-powered Morgensen Special, came next.

Murphy boomed in front at the start, but at turn seven he spun out. Evans took the lead and Murphy dropped back to fourth. But on the fourth tour it was Murphy in the van again, a lead he maintained through the 11th lap, when he went into a terrific spin on turn six.

Evans hurtled in front once more and remained there until he was rendered hors d'combat on the 21st. From there on in, the Buick-Kurtis had no trouble.

MILES-WOODWARD DUEL

The real race in the main event was between Miles, who came off his under-1500cc victory, and Woodward, who held down fourth through the 21st lap, followed by Balchowsky and Miles.

Miles gave Max the exhaust on lap 16 and remained behind Woodward until the 22nd, when he burst into third behind Murphy and Krause, the position he held until the finish.

Miles had no competition in the under-1500cc deal. He won by almost a minute from a 1290cc Alfa Romeo Giulietta piloted by Bill Pollack. Although this car was listed as modified, Pollack sought production status at Santa Maria, but this was disallowed. Today, the car was entered as a modified job. The car, with a lot of "goodies," really goes.

More than a half-minute behind came Johnny (A Little Aardvark Never Hurt anybody) Porter, followed by Lance Reventlow, Cooper Climax, who is doing well in class G with his fourth-place spots.

THEY'RE CONSISTENT

How consistent these guys are is seen in the way they finished on Saturday—exactly the same in the under-1500cc—Miles, Pollack, Porter, Reventlow and Dr. Troy McHenry. And in the big bore it was Murphy, Evans, Woodward, Krause and Balchowsky.

To his credit, it can be said that young Krause was steering a Jag with warped valves. The fact that Jags often get into lousy shape, with the head office doing nothing about it, has become a big joke around here.

The week-end's races were staged by the California Sports Car Club with the cooperation of the San Diego Junior Chamber of Commerce. Crowd-wise, it was fair. There were about 2000 people on Saturday, and about 5000 paid on Sunday. The tieup was with the Fiesta del Pacifico, a big event now under way in this great part of the country.

—GUS V. VIGNOLLE

SAN DIEGO R

CALIFORNIA SPORTS
PIESTA DEL PACIFIC

SATURDAY, JULY 21

Data on non-finishers by MYRA JONES

RACE NO. 1—Prod. sedans up to 1500cc. Time, 21:00. Laps, 10. Avg., 57.15. Miles, 20.

Pos.	No.	Car	Secs.	Behind	Driver	Make of Car	Class Position	F	G	H
1	71	Pearson, Ron			VOLVO		1			
2	210	Patchen, Marvin	1		Simca Aronde		2			
3	89	Thompson, Al	66		Simca Elysee		3			
4	45	Winters, Dr. Paul	68		Renault					1
5	23	Treichler, Harald	69		DKW					2
6	259	Block, Ted	90		Renault					2
7	57	Wise, Leroy	92		DKW					2
8	44	James, John	144		VW		4			
9	179	Palmer, Jim	146		VW		5			
10	58	Parker, F. Ed	IL10		Renault					3
11	75	Kauer, James	39		VW		6			

7F, 2G, 3H—12 Starters. Did not finish—65. George Davis, Simca Aronde, black-flagged for losing gas.

RACE NO. 2—Prod. under 1500cc. Time, 18:33. Laps, 10. Avg., 64.7. Miles 20. F

Pos.	No.	Car	Secs.	Behind	Driver	Make of Car	Class Position	F	G	H
1	24	Barker, Ed			Porsche SS		1			
2	77	Forbes-Robinson, E	7		MGA		2			
3	105	Dillaway, Geo.	45		MGTF		3			
4	160	Brigham, Robt.	99		MGTD		4*			
5	82	Moore, Jimmy	117		Porsche SS		5			
6	175	Schulman, Robt.	120		MGA		6			
7	180	Nichols, Frank	IL3		MGA		7			
8	28	Dredge, Steve	.6		MGTC		8*			
9	267	Shaw, Clark	9		MGA		9			
10	94	Seeger, Paul	11		MG1500		10			
11	20	Patton, Robt.	18		Porsche Am.		11			
12	178	Chaffee, Jim	20		MGTF		12			
13	237	Taylor, Sam	25		MGTD		13*			
14	155	Lohrum, Frank	32		Alfa Romeo		14			
15	177	Jay, Nick	39		MGA		15			
16	53	White, Art	40		MGTD		16*			
17	171	Bonney, Hal	41		MGTF		17*			
18	43	Brandreth, Ed	42		MGA		18			
19	128	Scurlock, Robt.	43		MGTD		19*			
20	154	Bagley, John	46		MGTD		20*			
21	187	Redden, Wm.	54		MGTD		21			
22	88	Brown, Alfred	98		Porsche Am.		22			
23	46	Hunter, Art	112		MGTD		23*			
24	156	Newman, Fred	115		MGTD		24*			

*Under 1300cc MG's. 11 under 1300cc, 15 over 1300cc—26 starters. Did not finish—67, Charles Ash, MGTF, lost oil pressure, second lap; 226, John Lumkin, MGTF, condenser went out.

RACE NO. 3—Prod. over 1500cc. Time, 18:14. Laps, 10. Avg., 65.8. Miles 20. C D E

Pos.	No.	Car	Secs.	Behind	Driver	Make of Car	Class Position	C	D	E
1	38	Bates, Jack			Merc. 300SL		1			
2	83	Peterson, Jim	5		Corvette		1			
3	49	Drake, Bob	6		Porsche 1600					1
4	137	Colombero, John	8		Merc. 300SL		2			
5	166	Dickson, Bob	10		Merc. 300SL		3			
6	59	Oker, Bob	13		Morgan TR3					2
7	145	Spencer, J. Lewis	32		Morgan TR3					3
8	331	Shipman, Richard	39		AH100S		4			
9	25	Jackson-Moore, R.	41		AH LeMans		5			
10	253	Levy, Ruth	47		Porsche 1600					4
11	69	Weller, Bob	50		XK140</td					

ACE CHARTS

S CAR CLUB, INC.

CO ROAD RACES

SUNDAY, JULY 22

RACE NO. 8—Cons. under 1500cc. Time, 24:24. Laps, 12. Avg., 59.1. Miles 24.

Pos.	Car No.	Secs. Behind	Driver	Make of Car	Class	Positions F H
1	43		Brandreth, Ed	MGA		1
2	94	30	Seeger, Paul	MG 1500		2
3	53	41	White, Art	MGTD		3
4	175	49	Schulman, Gene	MGA		4
5	128	52	Scurlock, Robt.	MGTD		5
6	154	53	Bagley, John	MGTD		6
7	177	75	Jay, Nick	MGA		7
8	187	77	Redden, Wm.	MGTF		8
9	156	114	Newman, Fred	MGTD		9
10	157	5L90	Jamieson, Tommy	Simca Sp. Cr.		1
11	34	6L24	Enoch, C. K.	DMW Crosley		2

Disqualified 226. Snider, J., MGTF, 12F. 3H—15 starters. Did not finish—17. Jim Orr, Panhard, broken oil line; 46, Art Hunter, MGTD; 92, Jack Gleghorn, MG, collision during spin.

RACE NO. 9—Cons. over 1500cc. Form III & Form Libre. Time 22:19. Laps, 12. Avg., 61.5. Miles 24.

Pos.	Car No.	Secs. Behind	Driver	Make of Car	C	D	E	F.L. III
1	184		Livingstone, F.	Eliminator				1
2	113	1	Bracker, Lew	Porsche 1600				1
3	108	28	Givens, Harry	XK140MC	1			
4	277	31	Bare, Howard	Corvette	2			
5	39	32	Will, Robt.	XK120M	3			
6	213	35	Winberg, Chas.	Morgan		2		
7	176	53	Curtis, Gene	Talbot Lago		2		
8	10	58	von Kaebsorg, L.	Merc.	1			
9	104	68	Cooper, Gordon	Alfa Romeo Nardi		3		
10	63	70	Chaffee, Jim	XK120	4			
11	66	91	Feinagle, Gerry	XK140M	5			
12	121	94	Boughton, Ed	XK120	6			
13	41	95	Conroe, Jerry	Porsche SS		3		
14	162	105	Ramberg, Geo.	AH100	2			
15	48	107	Crowder, Gordon	Porsche 1600		4		
16	123	108	Thoms, Wayne	TR2		5		
17	31	110	Hoffman, Bob	Corvette	7			
18	212	112	Dane, Stuart	Dane Sp.				
19	79	5	Stephenson, Hud	XK120	8			
20	93	23	de Carlo, Vincent	TR2		6		
21	126	33	Shumaker, Donnie	AH	3			
22	13	42	Holcomb, Geo.	JAP		2		
23	6	64	Poe, Raymond	Hodge Podge		3		
24	29	2L86	Trimble, Dave	Triumph Sp.		4		
25	68	120	Lamoureux, Terry	Nonpareil Sp.		5		
26	101	101	Morrow, Harry	Cooper JAP		6		
27	440	3L4	McClure, Richard	XK140MC	9			

10C, 6D, 6E, 3F, 6M, 6 500 cc—31 starters. Did not finish—22, Gilbert Bloemendaal, AH100S, lost oil pressure; 60, Thomas Hart, AH, bit spinning car, damaged left door; 62, Ody Fellows, AH, coils; 97, T. W. Jones, Mercury Kurtis, running too hot.

RACE NO. 10—Under 1500cc Main Event. Time, 59:03. Laps, 34. Avg., 69. Miles, 68.

Pos.	Car No.	Secs. Behind	Driver	Make of Car	F	G	H
1	50		Miles, Ken	Porsche Spy.	1		
2	4	50	Pollack, Bill	Alfa Romeo Gu.	2		
3	169	83	Porter, John	Porsche Spy.	3		
4	16	87	Reventlow, Lance	Cooper Climax		1	
5	56	1L66	McHenry, Dr. T.	Porsche Spy.	4		
6	12	75	Timanus, John	Lotus MK VIII	5		
7	77	2L10	Forbes-Robinson	MGA	6		
8	160	3L93	Brigham, Robt.	MGTD	7		
9	164	111	Bishop, Noble	Crosley Sp.		1	
10	155	4L32	Erb, Harold	Alfa Romeo S	8		
11	175	52	Schulman, Robt.	MGA	9		
12	267	84	Shaw, Clark	MGA	10		
13	28	85	Dredge, Steve	MGTC	11		
14	157	5L17	Jamieson, Tommy	Simca Sp. Cros	2		
15	20	43	Patton, Robt.	Porsche Am.	12		
16	32	51	Holbrook, Robt.	Panhard		3	
17	128	55	Scurlock, Robt.	MGTD	13		
18	24	59	Barker, Ed	Porsche SS	14		
19	53	95	White, Art	MGTD	15		
20	237	13L1	Taylor, Sam	MGTD	16		

6FM, 15FP, 2GM, 4HM—27 starters. Did not finish—8, Dusty Miller, MG Spec.; 30, Jack Brumby, Moretti, overheating, too new; 82, Jimmy Moore, Porsche SS, not running right; 105, George Dillaway, MGTF, not enough tires; 114, Stan Bucklein, Panhard, broken clutch pedal; 178, Jim Chaffee, MGTF, fan belt through radiator; 180, Frank Nichols, MGA, overheating.

RACE NO. 11—Ladies Race. Time, 15:32. Laps, 8. Avg., 61.85. Miles, 16.

Pos.	Car No.	Secs. Behind	Driver	Make of Car	C	E	F
1	253		Levy, Ruth	Porsche 1600	1		
2	49	16	Davis, Mary	Porsche 1600	2		
3	108	18	Givens, Carol	XK140MC		1	
4	95	19	Sims, Virginia	TR3	3		
5	164	54	Bishop, Mary	Crosley Sp.		1	
6	193	64	Shutes, Betty	Porsche Cont.	1		
7	196	71	Baker, Sunnie	Porsche SS	2		
8	440	76	Hoppe, Hildreth	XK140MC	2		
9	66	1L7	Feinagle, Donna	XK140M	3		
10	237	.74	Taylor, Nora	MGTD		3	
11	160	77	Lawrence, Cosette	MGTD		4	

3C, 3E, 4F, 1HM (6 over 1500cc, 5 under 1500cc)—11 starters. No retirements.

RACE NO. 12—Over 1500cc Main Event. Time, 61:47. Laps, 37. Avg., 71.8. Miles, 74.

Pos.	Car No.	Secs. Behind	Driver	Make of Car	B	C	D	E	F
1	96		Murphy, Bill	Kurtis Buick	1				
2	27	32	Krause, Bill	D Jag	1				
3	50	54	Miles, Ken	Porsche Spy.		1			
4	51	55	Woodward, Fred	Jag Sp.	2				
5	70	92	Balchowsky, Max	Morgensen Sp.	2				
6	21	1L2L	Kingsley, Michael	Sparks & Bonney 3					
7	181	88	Porter, Chuck	Merc. 300SL		1			
8	26	2L23	Kessler, Bruce	Aston Martin	2				
9	149	41	Drake, Bob	Ferrari		1			
10	137	91	Colombero, John	Merc. 300SL		3			
11	54	95	Douglas, Jack	D Jag		3			
12	38	102	Bates, Jack	Merc. 300SL		4			
13	125	3L3	Kavanagh, Jerry	Ferrari M.M.		2			
14	166	7	Dickson, Bob	Merc. 300SL		5			
15	113	9	Gurney, D.	Porsche 1600		3			
16	145	12	Spencer, J. Lewis	Morgan TR3	</				

Manney at Nurburgring:

Moss & Maserati 1st Before 70,000

By Henry N. Manney III
MOTORRACING Staff Correspondent

NURBURGRING, Germany. — After leaving the start in the Second International 1000km race at Nurburgring, they scream down to the South Curve, which

is keyhole shaped and sends you back the way you came, only behind the pits. J. M. Fangio had evidently been neglecting his roadwork because Hawthorn, Collins, and Moss were the first ones through the Sudkurve. Last one through was Hermann in the works Spyder, who had evidently got his gearshift up his pants leg.

These Spyders differ from the prod. model in having a shorter and more rounded body (in this case unpainted) and having a neat little hatch with louvers in it right behind the cockpit on each side so the mechanics could get at the works. I personally suspect fuel injection as they sounded like no Porsche you ever heard . . . very hard and sensitive to the throttle. The tach was redlined at 7500 but the telltale on Trip's after the race said 8 . . . what price a magnet?

MOSS LEADS PACK

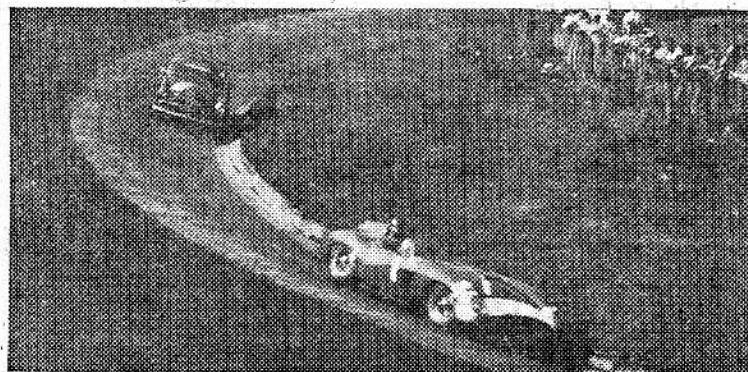
Moss came through first in the No. 2 3-liter Maserati at the end of the starting lap with a comfortable lead, looking over his shoulder to see where Fangio was; well he might have looked because J. M. pulled off a couple of rapid laps at 10:07.9 to sit right on his tail and await developments. Things were proceeding more or less as expected in the other classes with Trips' works Porsche first in its class and Hermann in the other one third after a stop to adjust his brakes; Barth in the "Rennkollektiv" AWE being sandwiched in between. The Bonnier-MacKay Fraser Giulietta was already in the lead of its class and stayed there in spite of truly spectacular tire scream caused by a new wiggly tread Pirelli. Meanwhile back at the ranch Musso had done himself (and the Ferrari team) no good when he inverted himself at the Sudkurve at about 30mph and thus let Collins into fourth behind Hawthorn, and DePortago had also gone straight where he shun't with his Ferrari four and had to be helped back on and therefore was disqualified.

By quarter distance Moss was holding a good lead now over Fangio and Hawthorn was still third in spite of having been called in and warned for passing on the right in the Sudkurve; Trips still led the 1500 mods at 126.8kph (as opposed to Moss's 133.9); Reiss the GT over 2 liters in his SL.

70,000 CROWD

At half distance most people were getting ready to gas up and change drivers and/or wheels or had already done so with the result that the crowd of some 70,000 sifting slowly around the long circuit found lots of runners out of their relative positions. This confusion was not helped by a rash of retirements which included Reiss (SL) with a gearless gearbox, Perdisa (Maserati) with no differential, and Moss himself with the same complaint, thus letting No. 1 Ferrari-wagen (now driven by Castellotti) into the lead.

However, there is no rest for the weary and on the next lap Schell was flagged in and the car given to the first team of Moss and Behra. The remaining Ferrari had been pulled up to fourth by Phil Hill and then had been turned over to Portago-Gende-



Henry N. Manney

bien team . . . in all the gefuffle it had moved up to second.

As the afternoon wore on and the exposed parts of the herrenvolk began to turn bright pink from hot spring sun, the main topic of conversation was whether Moss and the boys could whittle down the minute or so that separated them from the Fangio-Castellotti car, which by this time seemed to be having trouble getting adhesion in the back and also was running with a curious blubbering exhaust note which I was informed later by the team's best driver (HE will know who I mean) was due to floating foot.

At any rate, the Maserati steadily closed the gap and in due course Fangio took over in an effort to stretch things out a little, but although he certainly went faster the sliding and the burbling continued. Everybody else sensed the excitement and the imminent end of the race and speeded up too with the natural result that the lone Osca, the other American Maserati 1500 and Thiel's AWE all went out with mechanical ennui and Heek's 220 and Hawthorn's D-Jag retired with "leaky tanks."

MOSS MOVES UP

Moss steadily crept up on the leading Ferrari and everybody was on their toes as the loudspeakers reported the steadily narrowing gap; however everyone really got excited when it was reported that the leader was going to stop at the pits next round, especially since Moss was only about 30 seconds behind.

Sure enough, as the mechanics poured oil into the big four, Moss flew down the long Tiergarten straight and as they clapped the lid shut the Maserati swept past the pits into the lead. All around the course the people waved and cheered his progress and that of Fangio, just a few seconds behind. However, the Ferrari team manager, with cars safely in second and third slots and thus sewing up World Championship for sports cars, played the percentages and refused to let Fangio strain the equipment anymore with only four laps to go.

So it ran out with Moss taking the checker at 44 laps after a brilliant drive in two different cars. Fangio was second, having the satisfaction of the fastest lap at 10:05.3, and the Hill/Wharton/Portago/Gendebien Ferrari Combo was third. Collins lost fourth by a curious rule that states

'57 Hillman Minx Makes Local Debut

Rootes Motors, Inc., introduced its all-new 1957 Hillman Minx at a preview showing and cocktail party held last Tuesday in the Crystal Room of the Beverly Hills Hotel.

that everybody in a class must stop when the leader finishes; he was one lap behind but ahead of the two works Porsches . . . they continued to complete their 44 laps and thus got a lap on him to finish fourth and sixth, Collins sandwiched in at fifth. Barth and Rosenhammer brought the AWE six in seventh and then the Swedish SL of Martensen. Both Salvadori (AM) and Hawthorn (Jag) stopped in the last lap. Shortly afterwards the bearded Bonnier came home with his Giulietta, being only one lap behind the leaders and all the Giuliettas left (6) beat all the 1300 Porsches (5). Krtschmann won the Porsche prod. Spyder class with his and Nathan his category in his Carrera. Interesting sidelight was that in every class except the big sports, the fastest lap was made by the class winner.

MOSS SCORES IN MASERATI

BARI, Italy, July 22.—Stirling Moss, the great English driver, piloted his Maserati 2000 to an easy win today in the 200 (124 miles) kilometer Bari Grand Prix.

Moss drove his Maserati around the 36 laps in 1:30:52.4.

CRA, NASCAR Races On Gardena Slate

GARDENA, Calif.—Two major auto racing meets scheduled at Gardena Stadium will feature CRA full-sized race cars in a 100-lap main event Saturday night, July 28, and NASCAR's late model short-track division Sunday night, Aug. 5, according to Promotional Director Harry Schooler.

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FORMULA III RACING

By Mike Siakoolas

THE MEMBERSHIP committee of the 500cc Club is staging a membership drive, hoping to double membership in the next 90 days. Dues for the remainder of the year are only \$5. Please contact Membership Chairman Pat Dane at the meetings or by writing her at club headquarters, 2708 Magnolia Blvd., Burbank, Calif.



MIKE SIAKOOLAS

Point standings established by Jack Nicholas will appear in the next issue of MOTORRACING. Results up to and including Pomona will be included.

The 500cc Club is now legally incorporated as a non-profit organization in California. This was a big and important step, and the efforts of those who made it all possible are gratefully appreciated by the entire club . . . In an effort to end the confusion often caused by similarity of our emblem to that of the Memorial Day Classic, suggestions for redesigning our emblem are now being accepted.

END OF TROUBLES

Shay Rompell has acquired a Cooper-type rear end suspension. He was using a solid axle made from an Austin rear end with a sprocket bolted to the ring carrier. He removed the pinion holder and drive shaft and put in spacers to hold the two axle housings apart. This unit seemed to work out very well, but at Santa Barbara on his first ride, he only got 10 feet across the starting line as the axle and

transmission tried to become one piece. After adding heavier radius rods and more iron, it worked again and he really had a ball at the next few races. Then just before the Bakersfield races the same thing happened again. This time things got bent up a bit and that is why, dear children, Shay Rompell has just acquired a Cooper-type rear end.

Formula III cars can be bought in a wide range of prices. Almost every car owner, builder and driver of a Formula III car (with the exception of maybe one of two) has his car up for sale. After a few races, their brains begin to whirl like mad with new ideas and designs. It is necessary to sell them to finance their next car. Bruce Kessler, for example, has a MK IX Cooper with both a JAP and a Norton dohc engine; Harry Morrow has three cars that he is willing to sell, as well as a MK VIII Cooper Norton owned by Warren Mylnebeck that was raced only five times and won last year at Nassau.

They are all production cars. But this insatiable desire for greater achievement and better design flames even higher among homebuilders. Before one car is entirely built, plans for redesigning the next one are conceived. Ray Poe would like a buyer for his first car, the Hodge Dodge BSA. Stuart Dane, too, has the very successful Viking Triumph on the deck. Dave Thomlin is another and, alas, this poor writer must add his name to the list of persons who have outgrown their cars.

Inquiries can be made at the 500cc Club office.

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• European Scene

By W. Robert Nitske

LAYOFFS IN BRITISH AUTO INDUSTRY CAUSE CONCERN

EDINBURGH, Scotland—Automation of the Austin tractor works made lay-offs necessary and caused a heated debate in the House of Commons. Now, only a week later, new lay-offs in automobile plants cause tremendous concern and worry in great Britain. The Austin works laid off 6,000 workers and 40,000 men will be put on short hours. Standard has already laid off 1,325 men, and another 1,000 men will be without work in a short time.

The Australian government announced a 50 percent reduction in automobile imports last week. This adds still another great loss to the firms.

The British Motor Corporation (Austin, Austin-Healey, Morris, MG, Riley, and Wolesley cars) last year built 40 percent of the cars produced in Great Britain, or 463,000 units of a total 898,000 cars and 341,000 trucks. The American controlled Ford and Vauxhall plants produced 35 percent between them (329,000 Ford and 76,000 for Vauxhall).

The Ford people are spending 65 million pounds for expansion and the Vauxhall works 36 million pounds to increase production. The staid, conservative wholly British-controlled firms, such as the 90 million pound BMC, are cutting down. Perhaps the too-conservative styles are responsible. Customers demand a car with pleasing, modern body lines and a lively engine. The time of the austere, under-powered, black miniature automobile seems definitely past now. (I notice appreciably more new Bentleys than cousin-Rolls Royces on the road.)

BIG TAX HURTS

The domestic automobile market is tremendously handicapped by the huge purchase tax. The new 1.5 liter 15-50 Wolseley car sells for 640 pounds, plus 321.7.0 tax! The Austin-A 105 sedan costs £1,109; the Ford sells for £969; the Vauxhall for 931, and the Hillman Minx for £74.

To boost failing sales, Rootes Motors reduced the price of their Humber Hawk from £715 (plus £358.17.0 tax) to £650 (plus £326.7.0 tax) recently.

In Abingdon, the MG people told me that they had export orders for 3,700 units. And their new hard top and the competition set-up should keep this popular A-model selling well for a long time.

At Coventry I saw several thousand 2.4-liter Jaguars sitting on the grounds, apparently waiting for shipment. The officials explained that these cars were but the regular number and presented no selling problem. However, no 3.4-liter cars were standing around anywhere waiting.

BRITAIN LAGS

Automobile production of Germany for the first five months of 1956 was 354,553 units against 329,864 of Great Britain. The production in 1955 was for Germany 705,504 units and Great Britain 897,560 units. But during the first two months of this year, British exports fell by

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17,615 units while German exports increased by 9,376 automobiles.

The young Briton, Peter Collins, is the man of the hour! Recently he won the French Grand Prix at Rheims, driving a Ferrari, and the preceding Sunday Collins won the 1,000 kilometer racing-sports car event at Monza, driving his Ferrari with Hawthorn.

I was not too much impressed with Collins at Nurburgring, feeling that he was not as steady as the determined Moss, nor as cool as the unemotional Fangio. But he did not appear to share the immature carelessness of Hawthorn.

JAGS MAKE IT
The 12-Hour Sports car race at Rheims was an all-Jaguar success. After the ill-fated Nurburgring affair, that is encouraging news for all Jaguar fans, but I doubt that it erased the scowl of their grim-faced and ill-tempered race manager.

Results were: 1. Duncan Hamilton-Ivor Bueb at 112mph; 2. Mike Hawthorn-Paul Frere; 3. Desmond Titterton-Jack Fairman; all Jaguar-D.

In honor of the Ecurie Ecosse-D-Jaguar, the course marshalls wore tartan Tammy instead of their usual armbands. And the participating car was allowed to be painted Scottish blue with the white St. Andrew's cross instead of the traditional British racing green. This fact made the heart of your correspondent MacNitske cling a wee bit tighter here in bonnie Edinburgh, me lads.

FERRARI'S TRIUMPH
The Grand Prix de France, held at the Rheims circuit, was a Ferrari triumph and established Peter Collins as the number one Grand Prix driver of the 1956 season. He now leads with 19 points the championship standings; Fangio is second with 14½ points.

Collins took the lead at once, with similar Ferrari cars of Eugenio Castellotti and Juan Manuel Fangio close on his exhaust. Harry Schell, driving a Vanwall, was in fourth place. But in the fifth lap, the Vanwall stopped at the pits with gear box trouble and retired for good in the ninth lap. Hawthorn handed his car to Schell who trailed the leaders Fangio, Castellotti, and Collins. The Schell car held up to break the lap record at 125.05mph, but the Ferraris speeded up and beat that time. Eventually Fangio drove masterfully at 127.28-mph.

Then the throttle of the Vanwall jammed; Fangio also had over-stressed his car and was forced to retire it. Collins now took the lead from Castellotti and won by three-tenths of a second! Moss had taken over from Perdisa.

The results were: 1. Collins (Ferrari) at 122.29mph; 2. Castellotti (Ferrari); 3. Behra (Maserati); 4. Fangio (Ferrari).

I wondered if Moss was correct when he told me at Stuttgart that the Vanwall was a better car than the Grand Prix Maserati. He had then just won the Monaco event on the Italian machine and a British race with the Grand Prix Vanwall. The appearances of the new BRMs have been cancelled; the persistent trouble with the valves seem to give the Bourne people an unsolvable problem. And the Connaught has been singularly unimpressive so far this season.

Thus, while the British cars do not seem a formidable threat to the Italian supremacy on the Grand Prix circuits, the drivers certainly are.

HEAD FOR HOME

SOUTHAMPTON, England — After having driven some 7,000 miles over the high-and-by-ways of Europe, we are now embarking on our home journey. Our splendid Mercedes-Benz 300 SL performed excellently and attracted tremendous attention. Not only the young folks were greatly interested in the car, but older ones as well. At the MG plant production on the day we visited must have slipped appreciably. Although we never got into top gear in Britain, and the hedges along the roads obscured the scenery, driving in Europe was an experience.

MGS FOR RALLIES

The 18th Alpine Rallye, or Rallye International des Alpes, Le Criterium de la Montagne, is over a 2,620-mile circuit, taking participants through parts of France, Italy, Yugoslavia, and Switzerland.

After having a cup of tea with the competition manager of MG at their plant, we visited the shop where the participating MGs were modified. The five entries, all red roadsters from the assembly line, were being outfitted with the various competition parts, all of which are available and listed in the catalog. The hardtops were to be fitted to the cars after engine and other modifications were completed.

MG will not participate in any all-out racing events, but will enter cars in rallies. It is recognized that the production cars have no chance against the other 1.5-liter machines such as Porsche, Maserati, Osca, and AWE works sports-racing cars.

Other British factory entries in the Alpine were Ford Zephyr, Sunbeam Rapier and Triumph hardtops.

MOTORING

FO(U)R CYLINDER
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By John Foster
National President, FCCA

WHEN'S THE next plane to Hawaii? Jeepers, if our Luau party was an indication of the lovely creatures and stunning attire to be seen over there, it would even be worth a long long swim!

More than 500 guests enjoyed the gayest, if not the most authentic, Luau party this side of Mauna Loa. Congratulations to Zach Baratz and his fine committee for making this such a ball and a memorable week-end. The parking lot at the Westport Beach Club looked like the finish at Monte Carlo. Swimming didn't really get under way until midnight when many decided it was about time to cool off from the "Kingman's" sizzling music. Someone came to me after the brief story-telling session and asked, "Why did 'arry go . . . ?" If you didn't get the joke in all the hub-hub, better ask someone that did—it's good for our foreign relations!

WHAT ENERGY

How Zach Baratz found enough energy after all his hard work, to give his Bronz version of the hula hula is something of a mystery. My guess is he was inspired by his stunning partner, Miss Dowson, who could have just walked off an MGM tropical set.

We hope our guests from Arizona and Santa Barbara enjoyed their brief, if hectic stay, topped off by the wizard "goings-on" at Blarney Castle on Sunday. That boy, Rudy Cleye, sure does things up proud. We thought the souvenirs, activities, atmosphere, splendid parking arrangements, bar facilities, music and terrific lunch were just tops.

All we had to do was enjoy the results of everyone else's hard work. To Rudy Cleye and his helpers, the FCCA extends their sincere thanks for a wizard day.

Now to give you the dope on our next activities designed just for your pleasure.

BIG BEAR RALLYE

The second annual Big Bear Rallye is the third event this year sponsored by all local chapters of FCCA and to which members and their friends are most cordially invited. The San Fernando Valley Chapter has spent months preparing this grand event, which last year drew 175 cars.

They are a fortunate chapter to draw August 4-5 for their big annual event as it is bound to be one of those lush warm nights when one can drive in shirt sleeves and use astro navigation! It's about an eight-hour run, finishing in the San Fernando Valley and should appeal to all lovers of a summer evening run over mountains and desert.

MANY TROPHIES

There's a fabulous array of terrific trophies, dash plaques for everyone, and any number of teams of three may enter from any club. Novices, guests and the champs should love this one—incidentally, it is an open-date, council-sanctioned and a championship rallye. Mail in your entry blank early for early starting position. Post entries will be accepted. Start is at Mobilgas Station on Laurel Canyon at Pendleton in the Valley, at 8 p.m., Saturday, August 4. Call Janet Neely at DU-78151 or CL-60021 for further info.

POOLSIDE AFFAIR

Friday evening, August 17, SFV Chapter holds their August Soiree poolside at a lovely private ranch in the Valley. Swimming, dancing and supper are lined up to make this evening a swell social event. Diminutive but dynamic Sandra (I love a party) Rosen is officer in charge of this shindig and can be called at DI-46250 for your reservations and info.

Better circle August 25 while you're at it—that's the date of the famous Rallye D'Oro which I'll tell you about next time.

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UNSGUNG HEROES of road racing are these stalwarts—the flagmen. These chaps are among members of the Long Beach MG Club's flag team, headed by Grady King, shown at right. They're always in action at the Cal Club races. Shot was taken at the Blarney Sports Car Festival, where they assisted. Almost lost in the shadows with MOTORACING sign is Jay Gurey, the man who writes letters. Below are two SCCA flagmen, back to back, straining their eagle orbs as the field flies by in Santa Maria races recently. They and all the many hundreds who make it possible to put on road races deserve a rousing cheer. They contribute their time.

Aug. 6 Deadline For Drag Race

Entry deadline is Aug. 6 for the 1956 National Championship Drag Races at Kansas City, Mo., Aug. 31—Sept. 3.

All types of cars from dragsters to family autos are eligible, provided they meet safety regulations of the National Hot Rod Association, sponsors in cooperation with Socony Mobil Oil-General Petroleum Corp.

The national meet climaxes a series of nine regional U. S. events.

At last year's nationals, top winner was Calvin Rice, Santa Ana, Calif., who hit a record speed of 141.95mph in 10.30 seconds from a standing start over a quarter-mile straightaway.

Entry blanks are available at NHRA headquarters, 1171 N. Vermont Avenue, Los Angeles, or at NHRA-sanctioned drag strips in all parts of the country.

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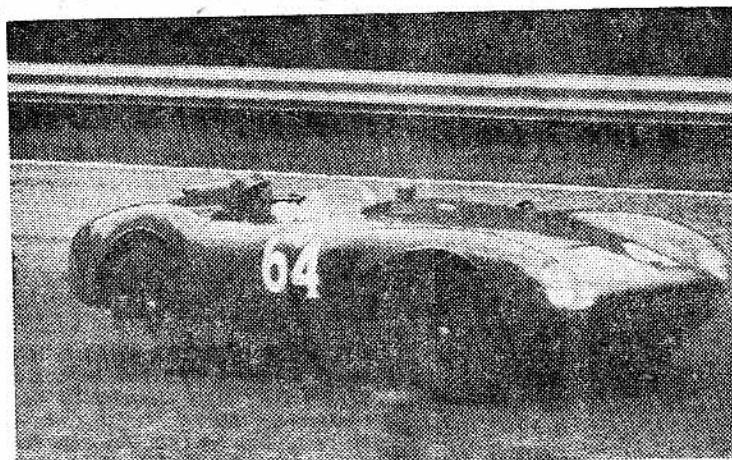
Manney and Money at Monza:

It's Collins in Ferrari

By Henry N. Manney III
MOTORRACING Staff Correspondent

MONZA, Italy.—The fourth Supercortemaggiore GP here was sponsored by the AGIP people, who market a gasoline by that jawbreaking name . . . it is rather as if Standard Oil of N. J. were to sponsor a full-scale Grand Prix at Indianapolis, complete with much advertising (and a full scale lottery) just to persuade people that their prewar Smoker Six could go as fast as the racers do "If You Just Buy My Gas." However, gasoline companies have lots of loot and in spite of the fact that this race did not count towards the world championship and furthermore was limited to sports cars of two liters and under, there were present full Maserati and Ferrari teams besides representation from Gordini and many private owners.

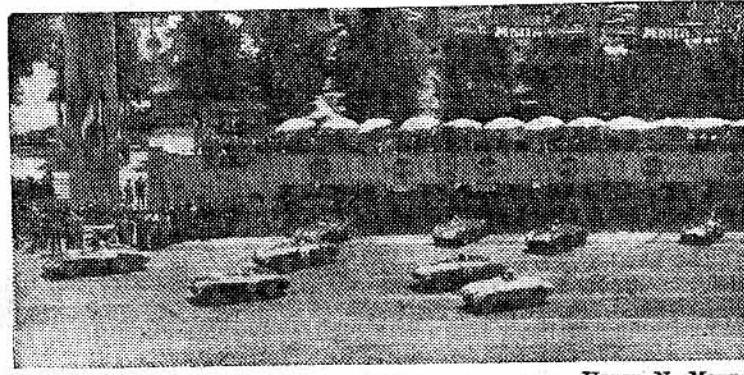
The winner stood to collect a million and a half lire (at 625 to the dollar), and reasonably fat prize money went all the way down to 10th place, while even the 40th man would get at least 75,000 lire. Besides that, there was 125,000 for fastest lap on each of the two days of practice and 200,000 for fastest lap of the race, while if you kept the good



PETER COLLINS IN FERRARI
Winner Out of Lesmo Curve on 96th Lap

Osea and the very fast 6 cyl D.O. AWE of Barth.

Collins went on stretching out a good lead in spite of the efforts of Perdisa to catch him; however Cesare did get up into second place in front of Gendebien. This is not surprising as the driver sits very low in the new Testa Rossa and Gendebien is pretty short . . . the poor fella had his neck sticking out of the cockpit trying to see where he was going, like the squirt tube on an abalone.



Henry N. Manney

LE MANS START AT MONZA
They're Away, But Fangio Still in Pits (Far Right)

work up, there was a sliding scale a la Indianapolis for positions down to seventh for each lap. There was lots of gold for the 1500 boys too and a special 1,500,000 for the fastest two liter of Italian manufacturer, so all in all the gelt amounted to some \$40,000,000 lire.

The track itself is set in a lovely park near Milan and in layout resembles a somewhat battered paper clip. The inner part has steep banking on the curves and as a result it has been estimated that full throttle can be held for 1:34 of a two minute lap of the 10km. circuit. Practice was enlivened by everybody trying to get among the lire losers but Fangio blew a piston on the new "Testa Rossa," thus making much night work for Luigi, and Farina got on his head, wiping out one of the team Maseratis and his shoulder simultaneously. So it was Moss, who needs the loot like La Scala needs the Maddox Brothers and Rose, who produced the giro più veloce in 2:59.4, which put him at the head of the line for the Le Mans start.

Moss was first away but a goodly percentage of the machines refused to fire, among them Fangio's, and he didn't get off until at least three fourths of the field had left. When they appeared again shortly afterward to complete one lap, Collins was in the lead followed by the Ferraris of Gendebien and Gerini, the Maserati of Perdisa, and the 1500 Osca of Villoresi.

Before another lap had passed Stirling's Maserati retired from the rear end failure; this made things look sort of black for the trident toters as they now had only one of the new two liters left, that of Perdisa, against no less than the three factory Ferraris of Fangio, Collins, and Gendebien. Not only that but Maserati's swarm of 1500s was being badly outpaced by Villoresi's

On the 10th lap it was announced that Perdisa had turned a lap at an average speed of 198.5kph but then the speaker blotted that Collins' mean speed for the first 10 laps had been 193kph and then he turned a lap in 199.8, so barring mechanical failure, it was pretty plain how the race was going to go. Fangio was industriously carving his way up through the field and it is valuable both as an indication of his driving skill and the speed of the factory Ferraris over the other privately owned "Testa Rossas" that by the end of 15 laps he was in fifth place overall, only a minute and six seconds behind the leader.

Right around half distance the leaders called in to change drivers and gas up . . . Perdisa handed over to Moss. Collins swept in and Hawthorn went out. Fangio came in on the 51st lap and spent over a minute stuffing Castellotti in the car. Moss soon got tramping and by the 55th lap was back in second again.

The 1500 class was having a nice little war among themselves for some of that dirty old Italian money . . . the Maglioli Osca was naturally holding down first spot (about seven minutes behind Collins after 500km).

LEADERS STILL HOT

The leaders were still going hot and heavy, and as nobody was changing his position, the main interest was in whether Moss would catch Hawthorn or not . . . there didn't seem to be any lessening of the gap of about a minute, but there is always the thought that Stirling was under orders not to fiend the equipment, as then Maserati would

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Calendar of Events

JULY

27—Santa Monica Allstaters Poker Run, 1827 Lincoln Blvd., Santa Monica, AMA sanctioned, 9:30 a.m.
*28-29—El Camino Concours d'Elegance, Santa Maria.
28-29—Long Island SCCA 4th Annual Night Owl Rally, Long Island, N.Y.
29—Redlands Road Runners, M.C. AMA sanctioned, Sportsmen's T.T. Console Springs, Practice 10 a.m.

AUGUST

*4-5—San Fernando FCCA Big Bear Rallye II, Mobilgas station, Pendleton St. and Laurel Canyon Blvd., Sun Valley, 8 p.m.
5—Road Race Training Assn., time trials and heat races, Mile Square (Near Garden Grove, 8 a.m.
5—Thunderbird Foreign Car Club 7th Semi-annual Gymkhana, Sears Parking lot, Pomona, 9 a.m.
11—RR Pro Sports Car Races, Gardena Stadium, 7:30 p.m.
11—Foothill Foreign Car Club Pajama Rally, 13116 Foothill Blvd., San Fernando, 7:30 p.m.
11-12—SCCA (Northwest Region) 4th Annual Seattle Seafair Sports car races, National Championship, Kitsap County Airport, Bremerton, Wash.

*12—Long beach Douglas Ken Farrar Rallye II.
*18-19—CSCC Paramount Ranch Road Races, Paramount Ranch.
18-19—SCCA (S.F. Region) Redwood Empire Sports Car Road Races, Arcata Airport, Arcata, Calif.
19—Washington, D.C. MGCC National Sports Car Races, Lavender Hill Course, Upper Marlboro, Maryland.
*25-26—Santa Monica FCCA Rallye D'Oro II.

SEPTEMBER

1-2-3—CSCC Santa Barbara Road Races, Santa Barbara Airport.
2—SCCA Thompson Raceway Sports Car Races, Thompson, Conn.
3—SCCA (Northeast Oklahoma Region) Road Races, Stillwater, Okla.
8-9—SCCA Elkhart Lake (6-hour race), Elkhart Lake, Wisc.
9—Santa Anita FCCA Rolle Rallye, Pasadena City College Parking Lot, 8:30 a.m.
*9—Western SCC, Gymkhana.

*15-16—Pacific SCC, Rallye D'Wheel Bounce.
29-30—SCCA (S.F. Region) and Sacramento SCC National Road Races, Sacramento, Calif.
*30—SOC Hill Climb.

MIDGET RACES—Every Friday night, San Bernardino.
JALOPY RACES—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood.

DRAG RACES—Sundays, Colton, Long Beach, Pomona, Santa Ana, San Fernando; San Gabriel Valley.
RACING MOVIES—Wednesday through Sunday—Western Theatre, 39th at Western, SPECIAL ATTRACTION: August 7 through 12—"Grand Prix '56" Motor Sport Film.

*designates date approved by Southern California Council of Sports Car Clubs.

CALL SPORTS CAR INFORMATION CENTER, EM. 2-4157, FOR FURTHER INFO ON ABOVE EVENTS. NOTE TO CLUB SECRETARIES: NOTIFY S.C.I.C. OF ALL EVENTS, DATES, ETC., AT EM. 2-4157.

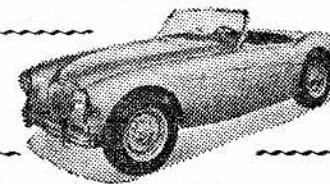
Shelby Still Winning

Carroll Shelby, Dallas, Tex., well-known to Southern California road racing fans, continues to be the hottest sports car driver in the country.

Last week he won another one. He drove his 4.5-liter Ferrari up New Hampshire's treacherous Mount Washington in record time of 10:21.8 as he triumphed in the Race to the Clouds.

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CARMELA'S Clipboard

By Carmela Martin

SANTA MARIA ROAD RACES—JULY 7-8

SCCA, Los Angeles Region
THE RACES are coming so fast and furiously that we can't seem to keep ahead of the little details from the races before another weekend is upon us.

To catch all of you up on Santa Maria . . . Next issue we will catch you up on San Diego . . .

For once, I think everyone got enough practice, both on the long and short courses and everyone wasn't on the course at once, making it look like the Santa Ana Freeway.

The shakedown race Saturday saw a lot of DNF's but on examination, most of them were "just out for practice" and didn't plan to finish the race and take chances on burning up their car. Those included, Gane Oddous in MG #32 and Terry Hall in the Red Carrera #176.

Those who "blew" their cars were Wayne Thoms in TR2 #123, who burned out a bearing and had to be towed home Sunday after just "watching the races all day; John Young in his #42 special which I couldn't find to determine what was wrong, and Eldon Beagle in the Spyder #12, who got dirt in the carburetor but cleaned it out to run Sunday.

Eric Hauser, driving the Morgensen Special, lost the exhaust pipe during the second race Saturday and had to come into the pits. Max Balchowsky did a fine job of driving it in practice, where he kept on John von Neumann's tail lights and also Sunday in the main event. Bill Thomas with his #83 Chev Corvette had his transmission freeze on him but it was also repaired Saturday night and Jim Petersen drove it Sunday.

Rod Garverth's beautiful Arnolt-Bristol, #41, also had trouble in the race and then Sunday lost its clutch on the first lap of the main event, so didn't get much racing.

In the first race, for novice drivers, Saturday, four cars were really "giving it a go" when Jim Riedel's Porsche Speedster, #18, tipped over on its side. The driver got out, pushed it upright and took off, only to be black-flagged by Al Torres because of extensive body damage.

The red Porsche, driven by Jay Dettman, who got the checkered flag in the novice race, didn't finish the Ladies' Race Sunday when wife Barbara was driving. She clipped a hay bale on turn one and bashed in the front, but only slightly. She then

came into the pits to make sure she hadn't done too much damage and Jay again took the car around the course in his last event.

The production race Sunday took only the toll of two SL's. Harry Jones came to stop, right across from the start-finish line when his distributor gear failed. However, serious work by his pit crew got the car back in, three laps late, to run in the main event.

Evil of all evils, Bob Drake got a flat tire with #225.

In the modified under 1500 cc race, Don Roberts, driving the Oddous MG #32, lost his tachometer, but finished the race after minor adjustments made by his efficient pit crew on the start-finish straight.

Bob Plass, in his new MG Special, #119, lost his clutch and had a cockpit full of oil but managed to make it to near the starting line before it really let go and then pushed it across to get the checkered flag by Torres.

The ex-J. P. Kunstle Panhard, driven by Bill Boone, went out with a broken transmission linkage and Terry Hall's tires just got "too tired" to finish the race. Bill Eschrich, with his Potus, just couldn't make it go right. Ignacio Lozano, muscle man even after beating the bongos all night, broke his gear shift lever with the car in third gear and finished most of the race with only one gear.

In the big race, Josie von Neumann took off in her Ferrari Mondial and Richie Ginther, who did a beautiful job of driving the Spyder to win his event, took over and moved "up and up" in class until he took a first.

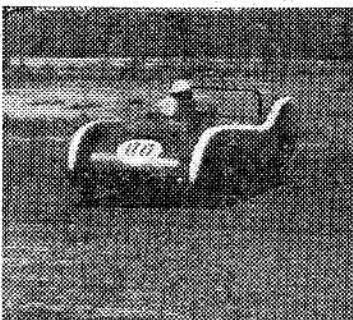
Troy McHenry, who qualified in the under 1500 main event, took off in his Spyder but was forced to quit when his brakes started giving him trouble.

Jack Graham, in his Aston Martin #4, started to heat up near the end of the race and decided to call it quits before the whole engine "blew," so he said.

One of most fascinating spins occurred on turn one when Johnny von Neumann was putting forth a tremendous burst of speed to catch Bill Murphy, which he almost did.

The Hagemann Special, #44, driven

Marvin Reichler
TURN 4 at Santa Maria SCCA races: Jay Dettman, Porsche (center), spins. Ditto Jim Riedel, righted car and went around them.



New RRR Board; Races August 11

A new Board of Directors heads Roard Racing Register, Inc., following recent elections held at Bob Ray Woods, according to the pro sports car racing group's press relations man, Bud Goodwin.

RRR's new L.A. Region board includes: Floyd Burt, George Beavis, Jacques Bellesiles, Bill Darnold, Bud Goodwin, Darwin Maxson, Bill Soloman and Bob Ray Woods. Pete Woods was listed as a "tentative" member.

Next RRR speedfest is billed Saturday night, August 11, at Gardena Stadium. Entries are expected to be headed by Pete Woods' D-Jaguar, third recently at Bonelli Stadium. Bart Spiegelman, winner at Bonelli with his McCulloch-supercharged Jaguar-Kurtis, is again expected to team up for Sports Car Engineering with Bud Goodwin in the former Ray Crawford-owned Lincoln-Kurtis.

Observers said it spun nearly three complete times in the escape road, but Barneson evidently didn't get too dizzy because he took right off again, chasing the rest of the pack.

One incident occurred which brought some injuries to the driver of the pick-up truck towing Chuck Porter's Mercedes-Benz 300 SLS.

The driver took off across the infield, hit a deep hole and, we hear, suffered some cracked ribs in the resulting pile-up.

Saturday's practice also took toll of some of the cars. Al Eurengy, in Jag #120, suffered from too much oil and Sunday, Mel Allen, in his Corvette, really "blew" things when he dropped a valve and broke a piston.

Lou Spencer lost his brakes but repaired them rapidly for his production event.

It was a wonderful week-end, with everyone thoroughly enjoying themselves. I guess that people will never stop talking about those bongo players, including Ignacio, reg. exec. of the SCCA, Los Angeles Region.

I hear the wife of a Cal Tech professor divorced her husband, on grounds of cruelty. All he did was work problems in his head and play the bongo drums. Watch out for Marta, Ignacio!



Lester Nehamkin
RUTH LEVY, who scored smashing victory in ladies' race with her Porsche at Fiesta del Pacific road races in San Diego last week, relaxes by taking a mild puff at a stogie. Seriously, she doesn't make a habit of this. Lester goaded her into it because he thought it would make a good picture.

DAVIES WINNER

WILLIAMS GROVE, Pa., July 8 — Jimmy Davies, Pacoima, Calif., drove to victory by 10 yards in the 100-lap national championship midget auto race here at the half-mile track today.

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—ALSO—
1956 JOMAR MK I 1172cc Sports/Racing Car. Ready to race condition, many modifications. Painted Silver. Beautiful handling. Fantastic cornering. \$2500. Both the above cars are well-known and I hate to part with them, but new experiment work requires our full attention. SAIDEL SPORTS-RACING CARS, 52-56 Merrimack St., Manchester, New Hampshire.

UNIQUE VOLKSWAGEN ROADSTER. Customized France. Windup windows. Stock Motor. Needs minor body work. Any trial. Sacrifice, \$350. HOLLYWOOD 4-1036.

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FIBERGLASS MG. Low mileage stock chassis stage II motor. Beautiful original "on off" envelope body. Sacrifice \$1395. Bryce Whitmore, Rt. 308, El Sobrante, Calif.

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PORSCHE 550 Spyder. 1956, 1124 miles, \$5800 or best offer. Donald McNaught 16 Valley Rd., Clark, N.J., Fulton 3-9953.

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MG FIBERGLASS Rdster. Cisitalia type. Ferrari red with white naugahide seats, tonneau, tire cover, new brakes, tyres. Third stage tune. Winner Disneyland concours. \$1395. Reason! Buying VOLVO rdster. OX. 3-7053.

8x10 GLOSSY PRINTS AVAILABLE of any of the Jimmy Dean pictures which have appeared in back issues of MOTORACING. \$1 each. Send to Box D, MOTORACING, 725 N. Western Ave., Suite 14, Los Angeles 29, Calif.

1948 MGTC—It takes dough or no go. (Possible trade). Gene Simon, 9701 Odessa, Granada Hills, Calif.

MISCELLANEOUS

WILL the young lady who inserted an ad in your recent issue write me and give me her age, measurements and financial status. I have two Ferraris, so driving her car is of no particular interest, since I am the kind of a person who likes company. I am 6-2, 37 years old, former lifeguard, pro footballer, air force pilot and at present taking it easy up here in Nevada. Frank Chamberlin, South Shore, Lake Tahoe, Nev.

WANTED—He-man, 30-35, to part-time drive and share expenses on cross-country trip. Must be handsome, capable of everything and able to drive long spurts. Gone six weeks. Car is 1956 Ferrari. Loretta Hillman, Box 110, MOTORACING.

IF THIS GAL Loretta Hillman will send her photo, I will be glad to correspond. Am 6-3, weigh 210, 36 years, light hair and unencumbered. Own home in La Paz (Mex.) and Carmel (Cal.), also bought a brand new Ghia-Aston-Martin DB 2/4, just shipped over, having gotten disgusted with my over-rated and over-publicized Mercedes-Benz. Ready and willing, and as Hope says, "Have tux, will travel." Enclosed photo. John H. Grainger, Box 2R, MOTORACING.

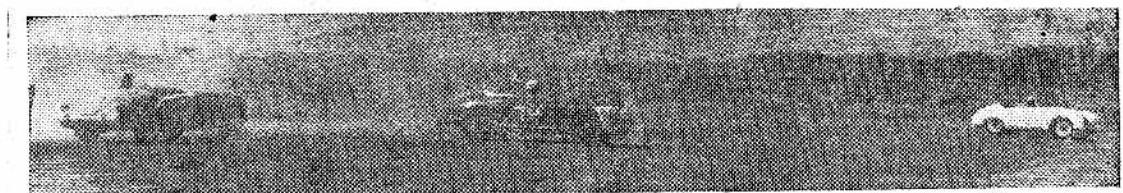
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2-Mile Black Top Course—Come Early, Watch Them Practice

7 RACES
SATURDAY



5 RACES
SUNDAY

Victory Banquet HOUSE OF MURPHY . . . 12010 Ventura Boulevard
Studio City, Calif., August 22, 1956

Cocktails 7:30 — Dinner 8 P.M.

...Fun and Fashions...



Vignolle & Powell—Lester Nehamkin
A HIGH TIME was had by one and all at a smashing bongo drum party and fashion show held in conjunction with SCCA Santa Maria races, July 7-8. Above George Cary, Jr., and Carmela Martin trip the light fantastic while precariously balancing drinks atop their heads. Middle photo shows George turning a neat caper with Madelaine (Mike) Hamilton, while lower shot shows pretty models Dusty Brandel, Charlotte Sands, Carolyn McCullers and Elinor Toward emphasizing the latest sports



car fashions by Phil Rose of California. Top right: Miss McCullers in tail pipe pants and Jaguar shirt, with Driver Chuck Porter. Lower right: the same girl with those Phil Rose tail pipers and a Grand Prix robe. Flabbergasted driver is Johnny Porter.

Bryan Nabs 50-lap 'All-Indy' Feature

WILLIAMS GROVE, Pa., July 22—Cigar-smoking Jimmy Bryan, Phoenix, Ariz., came up from seventh starting place today to take the 50-lap "all-Indianapolis" feature at Williams Grove speedway.

He finished the 25-mile grind in 25:24.26. Pat O'Connor, North Vernon, Ind., was second; Ed Elsian, Oakland, was third.

Tommy Hinnerhitz, Reading, was fourth; Jimmy Davies, Pacoima, Calif., fifth; Jimmy Reece, Oklahoma City, Okla., sixth; Rodger Ward, Los Angeles, seventh; Jack Turner, Seattle, Wash., eighth; Gene Hartley, Indianapolis, ninth; Bob Veith, Oakland, Calif., tenth.

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HO. 2-9311

Bongo Drummer—Next Day



Vignolle & Powell



Dusty Brandel

WILDLY BLASTING the bongo drums at Santa Maria party is Ignacio Lozano, president of the L. A. Region of the SCCA. Shindig lasted until late. Above Ignacio isn't exactly chipper just before start of race. The way of the transgressor is hard.

6000 Laid Off by British Motor Corp.

LONGBRIDGE, Birmingham, (England), July 25.—The British Motor Corp. has announced the layoff of 6,000 employees. Of these remaining, some will work a three or four-day week for the time being.

Anti-inflation policies in various overseas countries have had their effect. At home, increased purchase tax and new hire purchase restrictions have resulted in higher initial prices. Rising costs of national services—coal, gas and power—all helped to accelerate the upward wages spiral and to increase the cost of vehicle manufacture, all this resulting in a fall in demand.

The 80 per cent increase in sales tax in Australia, for many years the biggest export market, following upon import license cuts there last year and again in April, have resulted directly in a 25 per cent reduction in

imports due solely to falling retail sales. New Zealand cut import licenses by one-third. Increased freightage and port handling charges have been universal.

BASNEY CYCLE VICTOR

Chuck Basney won the 15-lap motorcycle main at Gardena Stadium July 13.

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LETTERS to the Editor

(Continued from Page 2)

150 Arnolt Bristols produced, yet they run production. There have been 105 Sista Spyders No. 208S produced and according to SCCA in Westport, Conn., they must run modified.

Some of the foreign car dealers are evidently working SCCA over and getting by with it.

SCCA in Westport determines what cars are production and modified for the whole country!

Lou Keller
Walnut Creek, Calif.

SAY, WHAT IS THIS?

Noting your many letters about the fabulous Flavio St. Germain, many people make false statements about this he-man. I know Julian Flowers, since we were chorus boys together in Las Vegas. Mr. Flowers also was a female impersonator and is now an interior decorator in San Diego, and as for St. Germain, the man is rather brutish, but still a lovely person. I, too, would like his address or ask him to drop me a note.

Earl Haughey
San Francisco, Calif.
(No Comment.—Editor's Note.)

THANKS FROM FERRARI

We wish to thank you heartily now that we are receiving our copies of MOTORACING.

We are at your disposal for anything you could want besides the specifications of our cars enclosed herewith, and meanwhile we send you our best regards.

FERRARI
Modena, Italy

CALLING LORETTA HILLMAN

Sorry, Loretta, I'm just not hand-some and we might as well face it, so if this is essential to your plans, count me out. I can, however, fill the remaining requirements specified in your advertisement and will be happy to furnish you with references should you desire to investigate my other qualifications.

Incidentally, although I am "capable of everything," driving "long spurts" is a specialty. For instance I co-drove a Porsche 2400 miles cross-country recently in 42 hours—no strain at all.

If you find that you can't use me, perhaps you will recommend me to your friends. I'm willing.

(Name Withheld)
Inglewood, Calif.

(Loretta Hillman's classified ad in the last issue has elicited a great amount of comment. She has received some remarkable offers. Unfortunately she has not returned to pick up any of her mail. This one answer from an Inglewood driver, name purposely withheld, is printed in the hope Miss Hillman will see this and return for the answers to her ad.—Editor's Note.)

GRAND PRIX FOLLOWER

I have just finished reading your fine newspaper. I have tried the British and German newsmagazines, but they are four weeks old before they reach our shores. Now at last, through your paper, I can read the news before it is one week old.

I particularly like your coverage of Grand Prix racing. Keep up the good work and I'll be a faithful subscriber for life.

Michael Toohey
Compton, Calif.

SIGNS UP FOR WEISS

What do you think of a guy getting on the front page of MOTORACING and not being a subscriber? I talked to Sam Weiss yesterday. He informed me he did not have your July 13-20 copy. Enclosed find two bucks. Please put him on your mailing list.

George Gartung
San Rafael, Calif.

GEORGE GETS AROUND

Thanks for mentioning my name. One can always locate me along the "pike" in Long Beach. I patrol the place for delinquents in my job as special officer. I happened to see you and Mr. Powell, however, at the Blarney Castle shindig last week, which, in my opinion, was the best I have seen.

George Applegate,
Belmont Shore, Calif.

AGAINST THE DUKE

Let's leave "The Duke" on vacation! Myra Jones
North Hollywood, Calif.

INVITE FOR FLAVIO

What is this bit about Flavio St. Germain? Is he some sort of a phantom character like Paul Bunyan? I do happen to know that he and John Montague, along with Titanic Thompson played 200 holes of golf for high stakes at the Chevy Chase Country Club several years ago, if that is the same guy. Anyway, he writes O.K., and can drop into my joint anytime he likes for anything on the house.

Carlos Pelayo
San Pedro, Calif.

ISLANDER ELATED!

Robin Kinhead is in town for a breather and brought the good tidings that MOTORACING continues to go great guns. This morning I received the June 29-July 6 edition. Wondrous! Congratulations, and keep up the good work.

Hank McCance
Honolulu, T. H.

FOR THE DUKE!

If you discontinue the Duke Wonders column, I'll discontinue MOTORACING. Have enjoyed your exceptionally fine publication since its origin. Keep it up.

S. E. Norgard
Hausken-Watson Sport Car Center
Costa Mesa and Santa Ana

WANTS DUKE BACK
BRING THE DUKE BACK POST
HASTE.

A. Mondragon
Palos Verdes Estates, Calif.

MORE EASTERN COVERAGE
You have a very fine paper. Please

give more Eastern coverage such as Equinox Hill Climb.

Fred F. Neuroth
Schenectady, N.Y.

WHO IS THIS CAT?

Who is this cat Flavio St. Germain? I don't like him one bit. If I ever get up your way, I am going to take a punch at him. I am dead serious.

Harold von Britton
Fresno, Calif.

(Mr. St. Germain formerly was a bouncer in a Montreal night club.—Editor's Note.)

INTEREST WIDENING

I like your paper very much but wish you had some contact here in the Northwestern region of the SCCA so as to provide some coverage for this area.

I suggest, if you are interested, you contact the following clubs: Willmette Motor Club, Salem, Ore.; 4 Cylinder Club of Ore., Portland, Ore.; Cascade Sports Car Club, Seattle, Wash.; Puget Sound SCC, Seattle, Wash.; North-West Region SCCA, Seattle, Wash.

I am sure some member of those clubs would be happy to send you race results of the various events.

Bob Byrd
Corvallis, Oregon

(Every effort will be made to insure coverage in the Northwest.—Editor's Note.)

HOORAY FOR 'OKIES'

Many thanks for listing the Stillwater SCCA races which will be held on Labor Day BUT—N. E. Region is the New England Region SCCA. The North East Oklahoma Region of SCCA is abbreviated NEOKLA. You must have a number of intense cover-to-cover readers in this area because my boys are asking me how, in the name of Mason-Dixon, did them—that Yankees from New England take what promises to be an outstanding Labor Day event away from us "Okies." In the secure knowledge that you would not want to be the cause, however innocent, of a resumption of THE WAR BETWEEN THE STATES I have assured them that you will change N.E. to NEOKLA in your next edition.

Best wishes for continued success of your fine paper.

John G. Matt, M.D.
Regional Executive.

PAL OF NEHAMKIN?

If this photographer, Lester Nehamkin, is the same man he is O.K., as I was in World War II with him, attached to the 91st Division.

Blackie Saunders,
Berkeley, Calif.

CALLING THE DUKE

How about The Duke? Get him back in. Great stuff, particularly when he takes on the phonies trying to promote races around here.

H. K. Kistell,
Las Vegas, Nev.

NO FREELOADING

This party at the Blarney Castle was great, but I was under the impression that the food and drinks were to be free. Man! I spent plenty.

Dizzy Vargas,
Sepulveda, Calif.

'PRO RACING GREAT'

Don Watcher is nuts. Pro racing is great, provided we sports car fans get some real promoters on hand. A wager anytime that Ontario will never come in existence. Let's get one going somewhere.

Mario Parkerton,
Glenelde 4, Calif.

FERGUSON FOLLOWER

More letters like the one from Peter Ferguson of Glendale. That kid knows his stuff.

Jack Waller,
Los Angeles 29.

PLUG FOR HARMER

More cartoons by Harmer. I save them all.

Grace Arden,
San Pedro, Calif.

LAUD'S CAL CLUB

Congrats on running in your paper the financial statement of the Cal Club. It took a lot of guts, and stops jealous people who were making up lies about the club's status.

M. J. Keyes,
Sherman Oaks, Calif.

BIG SOMBRERO MAN

No doubt the item in Mr. Powell's column about the guy "who rents the track" is the guy with the "big hat" who takes all the bows. I know. I saw him in action.

Pete Namakouris,
Los Angeles 1.

WANTS THE DUKE BACK

Please bring back The Duke. That is strictly a cross-section of good opinion and it has never missed.

Roger Halsey
Alhambra, Calif.

A FLAVIO FANATIC

I have read some comment on this Flavio St. Germain and, believe me, this guy and I wrestled in Salt Lake City a few years back with no holds barred and no pre-ring instructions. He is OK. I understand that Mae West has her eyes on him for her show, but do not let him go. He is a must in your paper.

Milton Stein
Hollywood, Calif.

PORSCHE ON TOP

THOMPSON RACEWAY, Conn., July 1—Paul Fagan, Uniondale, New York, captured the 15-lap feature here today in his Porsche Spyder.

ARE YOU SERIOUS?

What's with this Marianna St. Germain? She is a phony. How could she be married to him in 1934, because St. Germain was living in Canada with me during the depression and got deported back to the United States a couple of years later for stealing a couple of beer kegs off a beer truck.

Peggy St. Germain
Boise, Idaho

FORMER DETECTIVE?

Keep on with St. Germain and let him investigate the so-called sports car track at Ontario. Flavio used to be one of my "dicks" in a detective agency I operated in Reno after the war.

Mort Billerman
Bishop, Calif.

YOU WIN, GEORGE

Say, who is this guy you say you cannot check in Long Beach? I live in Long Beach and reported nothing about any race track, but when my co-workers at Ford plant told me about it, I suspected an imposter. However, here is my two bucks. I like the paper. The Real:

George Applegate
Long Beach, Calif.

DUKE HAS FRIENDS

De definitely do enjoy reading "The Duke Wonders." Please do not eliminate him from your paper. Our only disagreement is that he doesn't give names: some we know—others not.

Mr. and Mrs. Charles F. Keefer, Jr.
Covina, Calif.

LET'S GO, DORIS

I never used to be too interested in sports cars, but since reading MOTORACING, I've really gotten interested in it. I'd like to try a few laps sometime on one of the courses.

Doris Helm
Covina, Calif.

H. K. WONG IN FOLD

The San Francisco Chinese Sports Car Club subscribes to your fine publication, but unfortunately, every other member but H. K. gets to see it. And I don't like being left out in the cold. To correct this situation, I wish to subscribe privately (got to know what that guy Gus is talking about). Please accept my check for \$5 for a 3-year subscription, starting with the Pebble Beach results issue.

H. K. Wong
San Francisco, Calif.

ERINIE McAFEE ROOTERS

We just received our copy of MOTORACING, which is tops as far as we are concerned. Just keep up the good work. After reading Gus Vignolle's column and also his write-up on Ernie McAfee, our family finds there is someone who shares our feelings 100%. We never had the privilege of knowing Ernie personally but we were always rooting for him from the sidelines when he was invariably headed for the winner's circle.

Chuck Nelson and Family
Torrance, Calif.

SAY, IS THIS GOOD?

On the day MOTORACING is delivered, I feel like The Man With the Golden Arm.

Fred Cunningham
Los Angeles 26

DRIVER KILLED

STAYNER, Ont., July 22—Marshall Teague, Dayton Beach, Fla., yesterday won an abbreviated feature auto race here. Set for 100 miles and 83 laps, the race was called at 69th lap because of threatening weather.

Second was Les Snow of Bloomington, Ill., while Johnnie Parsons, Van Nuys, Calif., winner of the 1950 Indianapolis 500-mile race was third.

DRIVER INJURED

SAN DIEGO, July 22—Thomas Hart, 23-year-old salesman of Los Angeles, driving an Austin-Healey, hit a spinning car during race 9 and suffered minor injuries. He was taken to Mercy Hospital with a wrenched shoulder and a fractured wrist. This was his 2nd CSCC race.

HELP ADVERTISERS

Patronize advertisers in MOTORACING. Tell 'em you saw it in MOTORACING.

Testimonial Dinner
For Nehamkin

(See Photo on Page 1)

LESTER (The Road Tester) Nehamkin, popular MOTORACING and automotive freelance photographer and fount of sports car knowledge and the lore of anything under the sun, will be honored at a testimonial banquet to be held Wednesday evening, August 1.

It will be held at Man Jen Low's, 475

JOHN MALONE

Gin Ling Way, New Chinatown, Los Angeles, Cocktails at 7, dinner at 8.

It is sponsored by The Tigers, headed by a committee made up of John Malone, public relations counsellor; Art Lauring, Los Angeles Times and MOTORACING; Wilson Springer, Los Angeles Herald-Express, and Gus V. Vigon, MOTORACING.

Toastmaster will be Jack Douglas, the well-known Hollywood TV writer and executive and D-Jaguar driver.

Special awards will be made to the silent, introvertish Nehamkin for his numerous efforts in the advancement of road racing and everything automotive.

He will receive The Tigers' first Big Fang Award. The Tigers are an all-male group who emulate their namesake in all undertakings—commercial, athletic or general attitude. Attendance at the banquet will be limited to these stalwarts, whose membership comprises a jousting, aggressive minority.

Tickets for the soiree are \$5 per head. They may be obtained by calling John Malone at DUN-kirk 2-5388.

Teague Races to Win;
Parsons Places 3rd

STAYNER, Ont., July 22—Marshall Teague, Dayton Beach, Fla., yesterday won an abbreviated feature auto race here. Set for 100 miles and 83 laps, the race was called at 69th lap because of threatening weather.

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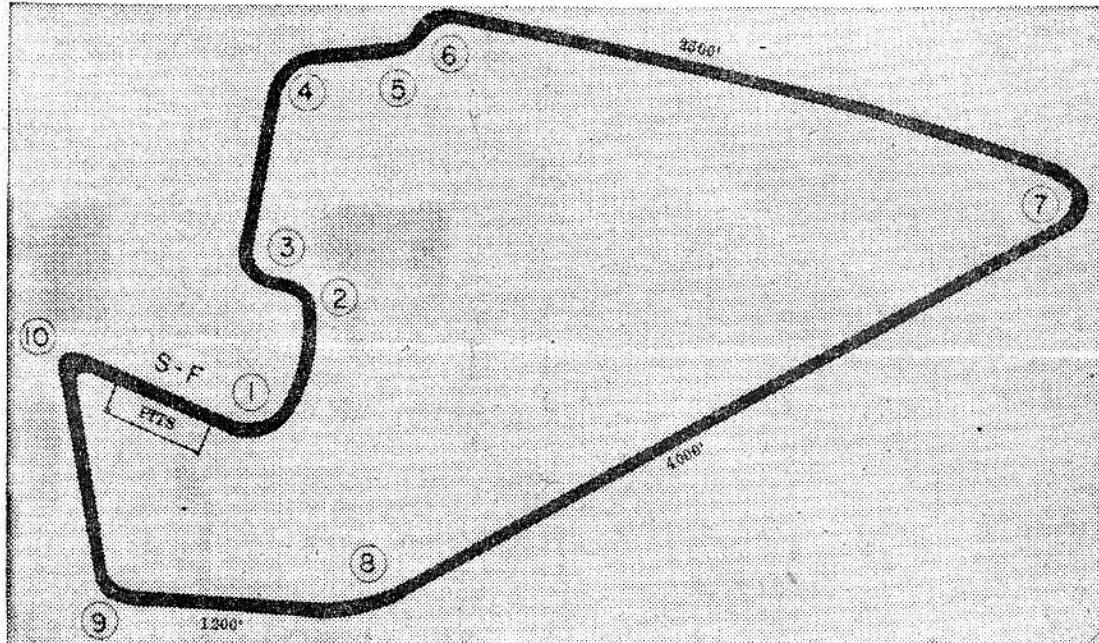
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At Arcata Airport, Humboldt County, Twelve Miles North of Eureka, Five Miles North of
Arcata, Calif. On Highway 101



SCHEDULE OF EVENTS

SATURDAY, AUG. 18, 1956

8:00 a.m. to 12 m.—Registration
and Safety Inspection.

12:15 p.m.—Drivers meeting at
starting line before practice.

12:30 p.m.—Practice for cars
under 1500cc followed by prac-
tice for cars over 1500cc.

SUNDAY, AUGUST 19, 1956

1. 15 Laps—Production cars:
Sedans 750cc to 1500cc.
Coupes & Roadsters
750cc to 1300cc.
2. 15 Laps—Production MG to
1500cc - Novice and Senior.
3. 20 Laps—Modified cars un-
der 1500cc—Novice
4. 20 Laps—Modified cars over
1500cc—Novice
5. 20 Laps—Production cars
1400cc to 2000cc
(No Sedans)
6. 33 Laps—Modified cars un-
der 1500cc—Senior
7. 20 Laps—Production cars
2000cc to 5000cc—
Novice and Senior
8. 33 Laps—Modified cars over
1500cc—Senior

Victory Dinner Reservations may be made at the Track